

**Transportation Improvement
Program and Air Quality
Conformity Determination**

Federal Fiscal Years 2008–2011

**Endorsed by the Boston Region
Metropolitan Planning Organization**

August 16, 2007

**Boston Region
Metropolitan Planning Organization Staff**

Directed by the Boston Region Metropolitan Planning
Organization, which is composed of the:

Executive Office of Transportation and Public Works
City of Boston
City of Newton
City of Salem
City of Somerville
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
Regional Transportation Advisory Council (nonvoting)
Town of Bedford
Town of Framingham
Town of Hopkinton



Boston Region Metropolitan Planning Organization Municipalities

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CERTIFICATION OF THE BOSTON REGION MPO TRANSPORTATION PLANNING PROCESS

On September 6, 2007, in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning; Metropolitan Planning Final Rule (Subpart C) of December 29, 1993, the Metropolitan Planning Organization for the Boston Region certified that the conduct of the Metropolitan Planning Process compiles with the requirements of CFR 450.334 (a) and that said process includes activities to support the development and implementation of the Unified Planning Work Program and the Transportation Improvement Program and Air Quality Conformity Determination.

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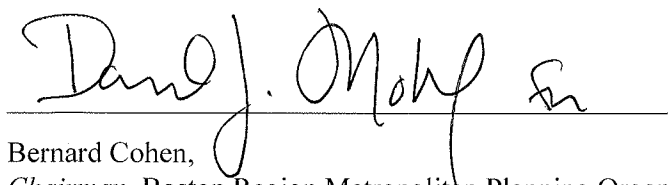
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Certification of the Boston Region MPO Transportation Planning Process

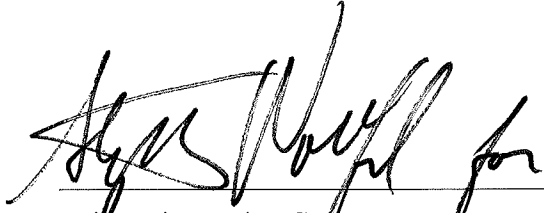
The Boston Region Metropolitan Planning Organization has certified that the conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities that support the development and implementation of the Regional Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

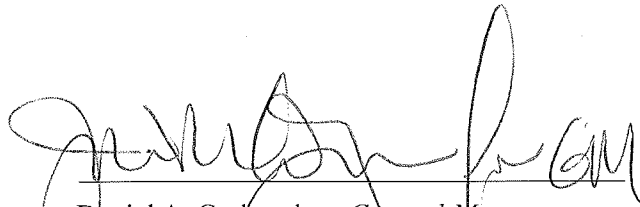
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFT part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer, or employee of any agency, or a Member of Congress, in connection with the awarding of any federal contract.

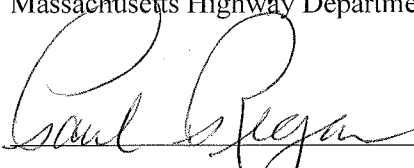
September 6, 2007

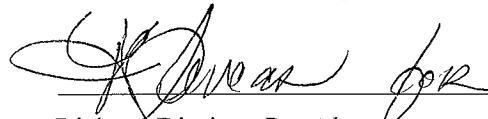
A handwritten signature in dark ink, appearing to read "Bernard Cohen", is written over a horizontal line.

Bernard Cohen,
*Chairman, Boston Region Metropolitan Planning Organization
Secretary, Executive Office of Transportation and Public Works*



Luisa Paiewonsky, *Commissioner*
Massachusetts Highway Department

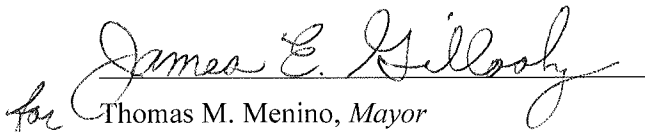

Daniel A. Grabauskas, *General Manager*
Massachusetts Bay Transportation Authority

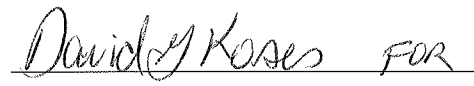

Paul Regan, *Executive Director*
Advisory Board to the MBTA

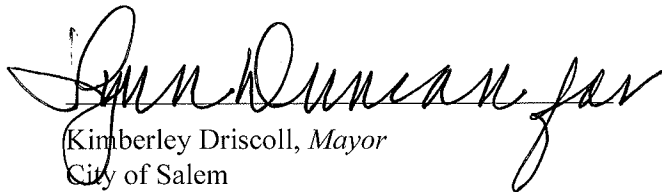

Richard Dimino, *President*
Metropolitan Area Planning Council


Thomas Kinton, Jr.
Massachusetts Port Authority


Mary Jane O'Meara, *Executive Director*
(Acting)
Massachusetts Turnpike Authority


for Thomas M. Menino, *Mayor*
City of Boston


David Cohen, *Mayor*
City of Newton


Kimberley Driscoll, *Mayor*
City of Salem


Joseph A. Curtatone, *Mayor*
City of Somerville

Gordon Feltman, *Selectman*
Town of Bedford

Ginger Esty, *Selectman*
Town of Framingham

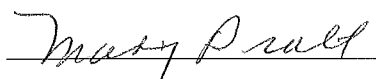

Mary Pratt, *Selectman*
Town of Hopkinton

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Chapter 1

The 3C Process

In order to be eligible for federal funds, urbanized areas are required to maintain a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs consistent with the planning objectives of the metropolitan area.¹

The 3C transportation planning process in the Boston region is the responsibility of the Boston Region Metropolitan Planning Organization (MPO), which has established the following objectives for the process:

- To identify transportation problems and develop possible solutions to them.
- To strike a balance between short-range and long-range considerations so that beneficial incremental actions undertaken now reflect an adequate understanding of probable future consequences and possible future options.
- To take into account, in the analysis of project issues, both regional and local considerations and both transportation and nontransportation objectives and impacts.
- To assist implementing agencies in putting policy and project decisions into effect in a timely fashion, with adequate consideration of environmental, land – use, social, fiscal, and economic impacts and with adequate opportunity for participation by other agencies, local governments, and private citizens.
- To assist implementing agencies in assigning priorities to transportation activities in a manner consistent with the region's needs and resources.
- To maintain compliance with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), the Americans with Disabilities Act (ADA), the Clean Air Act, Title VI of the Civil Rights Act of 1964, and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Certification Documents

As part of its 3C process, the Boston Region MPO annually produces Transportation Improvement Program (TIP). The TIP is one of three documents the MPO must produce in order for its process to be certified as meeting federal requirements; this certification is a prerequisite to the receipt of federal transportation funds. The following is a brief description of each of these documents:

- The ***Unified Planning Work Program (UPWP)*** describes a fiscal year's transportation-related planning activities and sets forth budgets for projects using Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. The UPWP identifies the

¹Section 134 of the Federal Aid Highway Act and Section 5303 of the Federal Transit Act, as amended.

funding used to carry out each component of the transportation planning process in the region, including production of the Regional Transportation Plan, the Transportation Improvement Program, and their Air Quality Conformity Determinations. The UPWP has a one year scope and is produced annually.

- The ***Regional Transportation Plan and Air Quality Conformity Determination (Plan)*** states the MPO's transportation policies and goals, describes the public participation process for transportation planning, assesses the current state of the region's transportation system, estimates future needs and resources, and lays out a program for preserving and expanding the system for the upcoming 20-year period. In the Boston Region MPO the Plan is produced every four years.
- The ***Transportation Improvement Program and Air Quality Conformity Determination (TIP)*** is a staged, multiyear, intermodal program of transportation improvements that is consistent with the Regional Transportation Plan. It describes and prioritizes transportation projects expected to be implemented during a four-year period. The TIP contains a financial plan showing the revenue source or sources, current or proposed, for each project. One function of the TIP is to serve as a tool for monitoring progress in implementing the Regional Transportation Plan. While the federal government requires each MPO to produce a TIP at least once every two years, the Boston Region MPO produces one annually. An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP), for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.

The Boston Region Metropolitan Planning Organization

The MPO region encompasses the 101 cities and towns identified in the map on page ii of this document. The MPO is composed of 14 voting members and 3 nonvoting members. The 14 voting members are:

- ***Executive Office of Transportation and Public Works:*** EOTPW, under Chapter 6A of the Massachusetts General Laws (MGL), serves as the principal agency for developing, coordinating, administering, and managing transportation policies, planning, and programs related to design, construction, maintenance, and operations. The agency is also responsible for supervising and managing the Massachusetts Highway Department, the Massachusetts Aeronautics Commission, the Massachusetts Bay Transportation Authority, the Massachusetts Turnpike Authority, the Massachusetts Port Authority, and the commonwealth's regional transportation authorities.

Chapter 6A of the MGL also establishes an Office of Transportation Planning within the EOTPW to serve as the principal source of planning for state-level transportation projects and work, in coordination with the commonwealth's MPOs, which serve as the principal source of planning for local and regional transportation projects.

- ***Massachusetts Bay Transportation Authority:*** The MBTA has the statutory responsibility, under the provisions of Chapter 161A, MGL, of preparing the engineering and architectural designs for transit development projects, constructing and operating transit development projects within its district, and operating the public transportation system. Chapter 127 of the Acts of 1999 revised the

legislative authority of the MBTA by providing for forward funding of the MBTA and the restructuring of the MBTA district. The MBTA district encompasses 175 municipalities, including all 101 cities and towns within the Boston region MPO area. The MBTA board consists of a chairman and eight other directors, all appointed by the governor.

- **Massachusetts Bay Transportation Authority Advisory Board:** The Advisory Board was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that comprise the MBTA district. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include review of proposed fare increases, approval of the Program for Mass Transportation (PMT), annual review of the MBTA Capital Investment Program, review of the MBTA report on net operating investment per passenger, and approval of the MBTA operating budget, with the authority to reduce funding items.
- **Massachusetts Highway Department:** MassHighway has the statutory responsibility of, designing, constructing, operating, and maintaining the commonwealth's roads and bridges, and is charged with collaborating with other agencies and authorities in fields related to transportation development, public safety, and security. MassHighway is under the direction of a commissioner who is appointed by the governor.
- **Massachusetts Turnpike Authority:** MassPike is authorized to own, construct, maintain, improve, repair, operate, and administer the Massachusetts Turnpike and the Metropolitan Highway System (MHS), as established under Chapter 3 of the Acts of 1997. The MHS consists of the Massachusetts Turnpike Extension (the turnpike from the Route 128 interchange to downtown Boston); the South Boston Bypass Road; the Callahan, Sumner, and Ted Williams Tunnels; the I-90 Connector; the Central Artery; and the Central Artery North Area.
- **Massachusetts Port Authority:** Massport has the statutory responsibility, under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation facilities and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, Logan International and Hanscom airports, the Tobin Bridge, and other facilities.
- **Metropolitan Area Planning Council:** MAPC is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, which coincides with the Boston Region MPO area; 21 gubernatorial appointees; and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the Boston region under Chapter 40B of the Massachusetts General Laws. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. MAPC also been designated as the economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include technical assistance to communities, including assistance to communities in the review of documents and programs for

public relations, and the development of studies on zoning, land use, demographics, and environmental matters.

The MAPC subregional groups bring together representatives (usually appointed or elected officials) of the communities within a subregion, who share concerns regarding transportation and land use. MAPC has promoted and supported the formation of subregions in order to foster better communication and cooperation among communities. The subregional groups have become an important voice in the MPO region's participatory process. Their role includes providing input into the assignment of priorities to TIP and UPWP projects for their subregions.

- ***City of Boston; three elected cities—currently Newton, Salem, and Somerville; and three elected towns—currently Bedford, Framingham, and Hopkinton:*** These members represent the region's 101 municipalities on the MPO. The City of Boston is a permanent MPO member. Each year, one city and one town are elected to three-year terms.

The MPO's ***Transportation Planning and Programming Committee***, acting on behalf of the MPO members, meets regularly to provide ongoing coordination of planning efforts taking place within the region. It consists of a representative from each MPO member, with the EOTPW representative serving as chairperson.

The Transportation Planning and Programming Committee oversees the development of the TIP, provides direction to the ***Central Transportation Planning Staff (CTPS)***, and approves new CTPS hires. CTPS is an independent staff created to provide the MPO and other members of the transportation community with planning, analysis, and informational products and services, including those essential for supporting the 3C transportation planning process in the Boston region.

Three other members participate in the MPO in a nonvoting capacity, reviewing all Plans, the TIP, and the UPWP, and air quality conformity determinations to ensure compliance with federal planning and programming requirements:

- ***Federal Highway Administration and Federal Transit Administration:*** FHWA and FTA oversee the highway and transit programs of the U.S. Department of Transportation under pertinent legislation and the provisions of the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- ***Regional Transportation Advisory Council:*** As the MPO's citizen advisory group, the Advisory Council provides the opportunity for regional organizations, interest groups, and the Council's municipal representatives to become actively involved in the decision-making processes of the MPO. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for the identification of issues and alternatives, advocates solutions to the region's transportation needs, and generates public interest and knowledge in transportation planning. While it is an advisory member of the MPO, it is a voting member of the MPO's Transportation Planning and Programming Committee.

Chapter 2

The TIP Process

Overview of the Transportation Improvement Program Process

The Transportation Improvement Program (TIP) is an agreed-upon scheduled list of specific, prioritized transportation projects in the Boston region. The steps taken by the MPO to create the document are:

Fiscal Constraint

The Executive Office of Transportation estimates the amount of federal aid expected to be apportioned to the state for each federal fiscal year covered by the TIP. The state allocates sufficient federal aid to fund the needs of the Central Artery/Tunnel Project and statewide transportation programs. The remaining federal aid is allocated to the 13 Massachusetts MPOs.

Project Evaluation

The MPO and MAPC solicit local communities for projects to be included in the TIP and funded with federal highway funds, while the regional transit authorities, the MBTA, and the Cape Ann Transportation Authority submit projects to be funded with federal transit funds. The MPO works closely with the municipal TIP contacts to gather data on the projects and evaluates projects. These evaluations can be described in further detail in Appendixes A and B of this document.

Draft Transportation Improvement Program Review

Significant public outreach is conducted prior to draft TIP development. MAPC subregional groups are asked for their priorities and both a Municipal TIP Input Day and Agency TIP Input Day are held. Considering all of this information, the MPO develops a financially constrained draft TIP that conforms to air quality requirements. The MPO circulates the draft document for public review and comment.

Transportation Improvement Program Approval

After the MPO considers all public comments and makes any necessary changes in response, the TIP is endorsed at a public MPO meeting.

Modifications and Amendments

Because project schedules and costs and the financial constraints of the TIP may change during the course of the fiscal year, the TIP may be modified after it has been adopted.

Consistent with Federal guidelines, if a project is valued at \$5 million dollars or less, an amendment is necessary if the change is \$500,000 or more. The threshold for projects valued at greater than \$5 million, changes of 10 percent or greater of the total project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

Fiscal Constraint

Federal Framework

Unlike most federal funding, highway funding is not committed to a program or project on the basis of the annual appropriations act. The first step in the process of allocating federal highway funds is for a multiyear transportation authorization act to establish a maximum level of federal transportation funding per fiscal year. The establishment of this level of funding is referred to as an *authorization*.

Once the authorization level has been established, the United States Department of Transportation annually allocates such funding among the states, based upon various federal formulas. This allocation is referred to as an *apportionment*. The annual apportionment rarely represents the actual amount of federal funds which can be committed by a state, due to federally imposed limitations on spending in a given fiscal year called *obligation authority*.

Obligation authority may be imposed in a multiyear authorization act, in the annual appropriations act, or in both, in which case the most recent enactment controls. Obligation authority is typically less than a state's apportionment. In Massachusetts, TIPs are developed based on the estimated obligation authority.

Two of the most important distinctions between apportionment and obligation authority are: (1) apportionment is allocated on a per-program basis, while obligation authority is generally allocated as a lump sum; and (2) unused apportionment carries forward into successive fiscal years, but unused obligation authority does not. Unused apportionment that is carried forward is referred to as an *unobligated balance*. Although a state's unobligated balance can be used to increase the federal aid programmed within a particular funding category in a given year, it cannot be used to increase the total amount of the state's highway apportionment.

In Massachusetts

Federal regulations require states to “provide MPOs with estimates of Federal and State funds which the MPOs shall utilize in developing financial plans” for TIPs.¹ In Massachusetts, several allocations such as the Central Artery/Tunnel Project, the Statewide Infrastructure Program, Statewide and Regional Planning, and change orders for existing contracts occur prior to the establishment of regional programming targets for federal highway funds. After these needs are satisfied, the remaining federal apportionment is allocated for programming among the state's MPOs based upon formulas used to determine target figures for programming. The Massachusetts Association of Regional Planning Agencies develops these targets.

In addition, the Commonwealth authorizes the Boston Region MPO to program non-federal aid funds (projects funded with 100% state funds). The total amount of non-Artery highway funds, both federal and state, programmed in the first three years of the fiscal years 2008–2011 Boston Region MPO TIP, is

¹23 Code of Federal Regulations (CFR) 450.324(e).

approximately \$444 million, including approximately \$32.5 million in funds earmarked for specific projects by Congress.

Federal transit funds may be allocated to the MPOs or directly to the appropriate transit agency. In the Boston region, the designated recipient of the preponderance of federal transit funds is the Massachusetts Bay Transportation Authority (MBTA). The MBTA receives funding annually under two transit formula programs, Section 5307 (transit capital) and Section 5309 (rail modernization and bus discretionary funding). The TIP programs transit formula funds in each fiscal year based upon the MBTA's best estimate of funding availability. The total amount of the federal formula funding for transit, plus the required match, programmed in the first three years of the fiscal years 2008–2011 TIP is approximately \$830 million.

In addition, the MBTA qualifies for discretionary funding under the Section 5309 New Starts program. Unlike formula funding, Section 5309 discretionary funding is generally prohibited by federal regulations from being included in the first year of a TIP, unless and until such funding is actually committed.

Funding Programs

Many federal-aid transportation programs support transportation activities in metropolitan areas, each having different requirements and program characteristics. Non-federal aid (state funds) for the statewide road and bridge program and the Central Artery/Tunnel Project, is derived from various sources, including the Commonwealth's Transportation Bond Bill.

Federal programs that fund projects in the fiscal years 2008–2011 TIP are listed in the following two tables.

Federal-Aid Highway Programs

Abbreviation	Program	Eligible Uses
Bridge	Bridge Replacement and Rehabilitation	Replacement and rehabilitation of any public bridge.
CMAQ	Congestion Mitigation and Air Quality Improvement	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.
IM	Interstate Maintenance	Resurfacing, restoring, and rehabilitating routes on the interstate highway system.
NHS	National Highway System	Interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network.

STP	Surface Transportation Program	Broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
HPP	High Priority (Demonstration) Projects	Funds identified for a specific project.
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations.

Federal Transit Administration Programs

Program Designation		Eligible Uses
Section 5309	Capital Investment	New starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities.
Section 5307	Urbanized Areas	Capital and preventive maintenance; 1% must go to transit enhancements.
Section 3037	Job Access and Reverse Commute and New Freedoms Programs	Capital and operating costs of job-access and additional transportation services.
Various	Discretionary Funding	Funds identified for specific projects in annual appropriations.

Project Evaluation

Overview

The MPO uses evaluation criteria to make the process of selecting projects for programming in the TIP both more logical and more transparent. There are threshold, evaluation, and readiness criteria; each type of criteria is used in one of the three steps of the project selection process.

All projects are required to show consistency with the Regional Transportation Plan and other statewide and regional plans (for example, the Program for Mass Transportation and the Massachusetts Statewide Bicycle Transportation Plan). The evaluation process assesses factors such as the condition of infrastructure, safety issues, mobility factors, and issues of regional and local concern (community character, land use, economic development, and the environment). For evaluation purposes, projects are segregated by type. For example, arterial highway projects are compared to each other, but are not compared to enhancement projects.

MPO staff evaluate each project considered for inclusion in the TIP based upon the criteria that were used as inputs into the year's TIP development. Other inputs include project readiness and community support. Additional background information on the TIP project evaluation process is provided in Appendixes A and B of this document and on the MPO's Web site, www.bostonmpo.org. The MPO will

review the effectiveness of this evaluation method and make any appropriate alterations to the process. The MPO welcomes observations about the evaluation process from the public.

Outreach on Projects and Contacts (January 2007)

On January 2 the MPO mailed each municipality a list of proposed projects in that community known to the MPO. Communities were asked to identify which projects the MPO should consider for the fiscal years 2008–2011 TIP and to name a TIP contact person for their community.

Data Collection (January–June 2007)

In January of 2007 information on over 400 project were requested by TIP contacts. The proponents were sent, via email, Proponent Provided Information Forms. These Proponent Provided Information Forms, TIP Contacts were then asked to review and update the forms and identify their priorities. Completed forms were returned to MPO staff in March. Information sought in these forms includes: project need, infrastructure condition needs, safety related need and conditions, how the project addresses mobility needs, land use, environmental justice information (related to low-income and minority populations), , and project development status. More information on the Proponent Provided Information Forms can be found in Appendix A of this document.

On April 26 the MPO held Municipal TIP Input Day, giving municipalities an opportunity to present their top priorities. At the April 26 meeting, dedicated to gathering project information, representatives of 46 communities discussed over 131 projects with members of the committee. On June 7 the MPO held Agency TIP Input Day for the state agencies to present their priorities to Transportation Planning and Programming Committee members.

Evaluation of Projects (April–June 2007)

The MPO's evaluation system accounts for all of the information gathered and distills it into ratings in transportation categories (condition need/effectiveness, safety need/effectiveness, and mobility need/effectiveness) and other categories (community impacts, land use, economic development, and environmental). The cost-effectiveness of projects is not rated, but is noted.

The project was rated in subcategories with scores from zero to three (except for community impact subcategories and environmental subcategories, which were scored from negative three to positive three). Then the project's scores for each subcategory were averaged yielding an average score for each category. For land use project score's range from –1 to 4 and for economic development project scores range from -1 to 8 depending on the answers given to questions in that portion of the project information forms.

For more details on the rating method, including how each project was given evaluation ratings for the transportation categories and other categories, see Appendix A.

Where no information was available, the category or subcategory score remained blank. Blank category scores counted against the average. Communities were given the opportunity to update their forms

throughout the month of June and give feedback to the MPO on their projects' evaluations. Scores were adjusted accordingly.

Summary and Application of Results (May–June 2007)

The Transportation Planning and Programming Committee considered the results of the evaluation. The committee examined them in both detailed and summary formats that showed each project's overall rating and its composite ratings for transportation and other-impacts categories. It then used the ratings as one tool for formulating draft scenarios of projects for the TIP.

Draft Transportation Improvement Program Review

On June 21, 2007, the Transportation Planning and Programming Committee voted to release the draft federal fiscal years 2008–2011 TIP for a 30-day public review period to begin July 2. The MPO invited members of the public and officials of the Boston region to review the proposed program. Summaries of comments received on the draft TIP will be provided in Appendix E of the final TIP. In addition, several TIP outreach sessions will be held during the public comment period to solicit comments on the draft federal fiscal years 2008 – 2011 TIP.

Transportation Improvement Program Approval

The MPO is scheduled to vote on the Draft FFYs 2008 – 2011 TIP on August 16, 2007.

Modifications and Amendments

The TIP is a dynamic program that is amended and adjusted throughout the year. Projects or programs may be deferred, this is usually due to project delays or financial constraints.

Affected communities and constituencies are notified of pending amendments. Legal notice of amendments is placed in the region's major newspaper and is also included on the MPO's Web site. Notice of a pending amendment is posted so that 30 days of public comment can be accommodated in advance of MPO action. The subscribers to the MPOINFO listserve are notified and provided with a schedule of meetings for consideration of potential amendments. Community representatives and members of the public may attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and may submit written or oral testimony.

The Transportation Planning and Programming Committee may also modify the TIP. Consistent with Federal guidelines, if a project is valued at \$5 million dollars or less, an amendment is necessary if the change is \$500,000 or more. The threshold for projects valued at greater than \$5 million dollars, changes of 10 percent or greater of the total project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

Because the print version of the TIP cannot reflect all of the changes to the program throughout the year, the Boston Region MPO Web site (www.bostonmpo.org) is the best place to find current information about the TIP.

TIP Information on the Web

All draft and approved actions on the TIP are available on the Boston Region MPO Web site. The Transportation Improvement Program button is located on the Boston Region MPO home page, under “Reports, Studies, and Documents.” All annual documents, including amendments and modifications, are available in the “Current and Past TIPs” section. Comments or questions on draft materials may be submitted directly through the Web site.

Chapter 3

Project Information: Federal Fiscal Years 2008–2011

KEY

This chapter lists information about the programmed projects by fiscal-year element. For each element, the roadway projects are listed first and transit projects follow.

The information for each project is presented in the following format:

Municipality	Project	ID number
Description		
Funding Program		
Air Quality Status		
TIP Category		
		Project cost

Municipality: The community (or communities) in which the project is located.

Project: The location or name of the project.

ID number: Projects in MassHighway's project-tracking system are given a six-digit number; those projects not in the project-tracking system, including all transit projects, have no number. Transit projects are identified by regional transit agency.

Description: The description of the project.

Funding program: The funding program of the project. Projects funded in multiple funding programs have a separate listing for each funding program. A description of the various funding programs is provided in Chapter 2.

Air quality status: The air quality status of the project in the MPO's regional transportation model.

TIP category: The category of the project for purposes of applying criteria for project evaluation.

Project cost: The total cost of the project.

Chapter 3

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Includes ONLY Projects Funded by CMAQ, STP, and HPP

<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Funding Type</i>	<i>Year</i>	<i>Page</i>
Acton & Maynard	604531	Assabet River Rail Trail	CMAQ	2010	30
Acton, Carlisle, Concord, Sudbury & Westford		Bruce Freeman Memorial Bicycle Path	CMAQ	2011	34
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase 1	STP	2008	21
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase 1	HPP (SAFETEA-LU)	2008	22
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase 1	HPP (TEA-21)	2008	22
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase 3	HPP (TEA-21)	2010	31
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase 3	STP	2010	30
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase 3	STP	2011	34
Belmont, Cambridge & Somerville	600811	Bicycle Facility	CMAQ	2008	21
Boston		Boston Traffic Management Center Operations	CMAQ	2008	21
Boston		Longwood Ave / Urban Ring Tunnel Study	HPP (SAFETEA-LU)	2008	22
Boston		Longwood Ave / Urban Ring Tunnel Study	HPP (SAFETEA-LU)	2009	27
Boston	600636	Massachusetts Avenue	STP	2008	21
Boston	600636	Massachusetts Avenue	HPP (SAFETEA-LU)	2008	22
Boston	600636	Massachusetts Avenue	HPP (SAFETEA-LU)	2009	27
Boston	600636	Massachusetts Avenue	CMAQ	2008	21
Boston	604761	South Bay Harbor Trail (construction)	CMAQ	2010	30
Boston	87612	Sullivan Square, Phase 1	HPP (SAFETEA-LU)	2009	27
Boston	601274	Tremont Street , Phase 1	STP	2009	26
Boston	601274	Tremont Street , Phase 1	CMAQ	2009	26
Boston Region		Hybrid Locomotive Switches	CMAQ	2008	21
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	CMAQ	2008	21
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	CMAQ	2009	26
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	CMAQ	2010	30
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	CMAQ	2011	34
Boston Region		Regional Transportation Demand Management Program	CMAQ	2008	21
Boston Region		Regional Transportation Demand Management Program	CMAQ	2009	26
Boston Region		Regional Transportation Demand Management Program	CMAQ	2010	30
Boston Region		Regional Transportation Demand Management Program	CMAQ	2011	34
Boston Region		Suburban Mobility Improvement Program	CMAQ	2008	21
Boston Region		Suburban Mobility Improvement Program	CMAQ	2009	26
Boston Region		Suburban Mobility Improvement Program	CMAQ	2010	30
Boston Region		Suburban Mobility Improvement Program	CMAQ	2011	34
Concord	604646	Route 62	STP	2008	21
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	CMAQ	2009	26
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 1	STP	2009	26
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 2	STP	2010	30
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	STP	2011	34
Danvers & Peabody		Border to Boston Bikeway (Design)	HPP (SAFETEA-LU)	2008	22
Essex	600217	Route 133 (Main St)	STP	2008	21
Everett	602382	Route 99 (Broadway)	STP	2010	30
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	STP	2009	26
Holliston	602929	Upper Charles Trail	CMAQ	2008	21
Hudson & Stow		Assabet River Rail Trail (Design)	HPP (SAFETEA-LU)	2008	22
Hudson & Stow		Assabet River Rail Trail (Design)	HPP (SAFETEA-LU)	2009	31
Milford	604530	Upper Charles Trail, Phase 2	CMAQ	2009	30
Newton	601899	Route 30 (Commonwealth Ave), Phase 3	CMAQ	2008	21
Newton	601899	Route 30 (Commonwealth Ave), Phase 3	STP/Enhancement	2008	21
Quincy		Quincy Center Concourse, Phase 2	HPP (SAFETEA-LU)	2009	27
Salem	601017	Route 1A (Bridge Street)	STP	2009	26

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<i>Municipality</i>	<i>ID #</i>	<i>Project Name</i>	<i>Funding Type</i>	<i>Year</i>	<i>Page</i>
Somerville	601820	Beacon Street	STP	2011	34
Somerville	601820	Beacon Street	HPP (TEA-21)	2011	34
Somerville		Assembly Square Multimodal Access Improvements	HPP (SAFETEA-LU)	2008	22
Somerville		Assembly Square Multimodal Access Improvements	HPP (SAFETEA-LU)	2009	27
Somerville		Assembly Square Multimodal Access Improvements	HPP (TEA-21)	2010	31
Somerville		I-93 Mystic Avenue Interchange (Study and Design)	HPP (SAFETEA-LU)	2008	22
Somerville		I-93 Mystic Avenue Interchange (Study and Design)	HPP (SAFETEA-LU)	2009	27
Somerville	604331	Somerville Community Path, Phase 1	CMAQ	2009	30
Somerville	604331	Somerville Community Path, Phase 1	HPP (SAFETEA-LU)	2009	31
Somerville	604331	Somerville Community Path, Phase 1	HPP (SAFETEA-LU)	2009	31
Somerville		Union Square Improvements (Study)	HPP (SAFETEA-LU)	2008	22
Somerville		Union Square Improvements (Study)	HPP (SAFETEA-LU)	2009	27
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	CMAQ	2011	34
Wakefield	603311	Salem Street--Three Intersections	CMAQ	2009	26
Watertown	602053	Intersection Improvements at Three Locations	CMAQ	2008	21
Watertown	601686	Pleasant Street and Howard Street	HPP (SAFETEA-LU)	2008	21
Watertown	601686	Pleasant Street and Howard Street	HPP (SAFETEA-LU)	2009	27
Weymouth	601630	Route 18	STP	2009	27
Weymouth	601630	Route 18	STP	2010	30
Weymouth	601630	Route 18	HPP (SAFETEA-LU)	2009	27
Weymouth	601630	Route 18 ROW	HPP (SAFETEA-LU)	2009	27
Weymouth	114906	Route 53 (Washington Street)/Middle Street	CMAQ	2010	30

Federal Fiscal Year 2008

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	600636	Massachusetts Avenue	\$2,000,000	\$500,000	\$2,500,000
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000
Holliston	602929	Upper Charles Trail	\$1,452,000	\$363,000	\$1,815,000
Newton	601899	Route 30 (Commonwealth Ave), Phase Three	\$6,481,324	\$1,620,331	\$8,101,655
Watertown	601686	Pleasant Street and Howard Street	\$960,000	\$240,000	\$1,200,000
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$544,800	\$136,200	\$681,000
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000
			<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Boston Region		Hybrid Locomotive Switches	\$1,536,000	\$384,000	\$1,920,000
Congestion Mitigation and Air Quality Improvement Program Total:			\$18,178,124	\$4,544,531	\$22,722,655
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph, Westwood	087800	Route 128 Improvement Program Contract 4, Year One	\$3,705,496	\$926,374	\$4,631,870
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two	\$2,400,000	\$600,000	\$3,000,000
National Highway System Total			\$6,105,496	\$1,526,374	\$7,631,870

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase One	\$7,152,288	\$1,788,072	\$8,940,360
Boston	600636	Massachusetts Avenue	\$6,283,995	\$1,570,999	\$7,854,994
Concord	604646	Route 62	\$1,862,744	\$465,686	\$2,328,430
Essex	600217	Route 133 (Main St)	\$4,933,315	\$1,233,329	\$6,166,644
Hull	604743	West Corner Culvert	\$1,229,000	\$307,250	\$1,536,250
Watertown	601686	Pleasant Street and Howard Street	\$5,861,078	\$1,465,270	\$7,326,348
Surface Transportation Program Total			\$20,232,342	\$5,058,086	\$34,153,026

Surface Transportation Program/Enhancement

Newton	601899	Route 30 (Commonwealth Ave), Phase 3	\$639,524	\$159,881	\$799,405
Surface Transportation Program/Enhancement Total			\$639,524	\$159,881	\$799,405

Total Regional Target Programming

\$65,306,956
<i>Boston Region MPO Regional Target with State Match</i>
\$65,306,956

FEDERAL-AID BRIDGE PROJECTS

Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bedford	603985	Page Road Bridge	\$2,038,722	\$509,681	\$2,548,403
Dedham & Needham	603206	Route 128	\$800,000	\$200,000	\$1,000,000
Lynn & Saugus	26710	Route 107 over the Saugus River	\$800,000	\$200,000	\$1,000,000
Marshfield & Norwell	603360	Union Street/Bridge Street over North River	\$1,865,961	\$466,490	\$2,332,451
Bridge Total			\$5,504,683	\$1,376,171	\$6,880,854

Federal Fiscal Year 2008

Regional Highway Program (continued)

Advance Construction Bridge			Federal Funds	State Funds	Total Funds
Boston	604517	Chelsea Street Bridge, Year Three	\$9,200,000	\$2,300,000	\$11,500,000
Boston & Everett	603370	Route 99 (Alford Street) Bridge, Year Four	\$6,400,000	\$1,600,000	\$8,000,000
Dedham & Westwood	603162	Route 128 Improvement Program Contract 3, Year Four	\$4,800,000	\$1,200,000	\$6,000,000
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 4, Year Two	\$4,800,000	\$1,200,000	\$6,000,000
Advance Construction Bridge Total			\$25,200,000	\$6,300,000	\$31,500,000
Federal-Aid Bridge Total					\$38,380,854

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			Federal Funds	State Funds	Total Funds
Bolton, Boxborough & Harvard		Interstate 495	\$9,000,000	\$1,000,000	\$10,000,000
Lynnfield & Peabody		Interstate 95	\$4,500,000	\$500,000	\$5,000,000
Medford & Somerville		Interstate 93	\$5,400,000	\$600,000	\$6,000,000
Interstate Maintenance Total			\$18,900,000	\$2,100,000	\$21,000,000

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			Federal Funds	State Funds	Total Funds
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase 1	\$1,922,102	\$480,526	\$2,402,628
High-Priority Projects (TEA-21) Total			\$1,922,102	\$480,526	\$2,402,628

High-Priority Projects (SAFETEA-LU)			Federal Funds	State Funds	Total Funds
Bedford, Billerica & Burlington	029491	Middlesex Turnpike (Mitre Extension), Phase One	\$689,040	\$137,808	\$861,300
Boston		Longwood Ave / Urban Ring Tunnel Study	\$78,300	\$19,575	\$97,875
Boston	600636	Massachusetts Avenue	\$2,657,501	\$664,375	\$3,321,876
Danvers & Peabody		Border to Boston Bikeway (Design)	\$139,200	\$34,800	\$174,000
Hudson & Stow		Assabet River Rail Trail (Design)	\$261,000	\$65,250	\$326,250
Hull	604743	West Corner Culvert	\$138,200	\$34,550	\$172,750
Somerville		Union Square Improvements (Study)	\$206,504	\$51,626	\$258,130
Watertown	601686	Pleasant Street and Howard Street	\$1,104,416	\$276,104	\$1,380,520
High-Priority Projects (SAFETEA-LU) Total			\$5,274,161	\$1,284,088	\$9,819,326

ITS Discretionary			Federal Funds	State Funds	Total Funds
Boston		Regional ITS (FFY 2004)	\$861,582	\$215,395	\$1,076,977
Boston		Regional ITS (FFY 2005)	\$711,165	\$177,791	\$888,956
ITS Discretionary Total			\$1,572,746	\$393,187	\$1,965,933

High-Priority Projects (SAFETEA-LU) Other Match			Federal Funds	Other Funds	Total Funds
Boston		National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000
High-Priority Projects (SAFETEA-LU) Other Match Total			\$1,218,000		\$1,218,000

Federal-Aid Non-Target Projects Total \$15,405,887
Total Federal-Aid Highway Program \$159,196,505

Federal Fiscal Year 2008

NON FEDERAL-AID TARGET PROJECTS

Non Federal Aid Bridge

Wellesley

600776 Rockland Street Bridge

Federal Funds

State Funds

Total Funds

\$2,152,956

\$2,152,956

Non Federal Aid Bridge Total

\$2,152,956

Total Highway Program

\$161,349,461

Federal Fiscal Year 2008

Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$47,230,000	\$11,807,500	\$59,037,500
MassPike (MTA)		\$13,964,908	\$13,964,908
Insurance Trust		\$57,033,514	\$57,033,514
Federal-Aid Subtotal	\$117,230,000		
Federal-Aid Matching Funds Subtotal		\$29,307,500	
Non-Federal Aid Subtotal		\$70,998,422	
Total Fiscal Year 2008 Central Artery/Tunnel Funds			\$217,535,922

Federal Fiscal Year 2008

Regional Transit Program

REGIONAL TRANSIT PROGRAM: FISCAL YEAR 2008 FUNDS

Section 3037		Federal Funds	MBTA Funds	Total Funds
Systemwide	Job Access	\$1,425,006	\$356,251	\$1,781,257
Section 3037 MBTA Match Total		\$1,425,006	\$356,251	\$1,781,257
New Freedom		Federal Funds	MBTA Funds	Total Funds
Systemwide	New Freedom	\$1,222,546	\$305,636	\$1,528,182
New Freedom MBTA Match Total		\$1,222,546	\$305,636	\$1,528,182
Section 5307		Federal Funds	MBTA Funds	Total Funds
Blue Line	Blue Line Vehicles	\$8,859,754	\$2,214,938	\$11,074,692
Bus	Zero Series Bus Replacement	\$29,444,326	\$7,361,082	\$36,805,408
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000
Bus	Arborway Maintenance Facility	\$23,039,528	\$5,759,882	\$28,799,410
Systemwide	Public Address System	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Elevator Replacement/Rehabilitation	\$16,946,304	\$4,236,576	\$21,182,880
Systemwide	Grant Anticipation Notes (GANs) Program	\$15,347,587	\$3,836,897	\$19,184,484
Systemwide	MBTA Enhancement Program	\$951,382	\$237,845	\$1,189,227
Systemwide	Preventative Maintenance	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Redundant Operations Control Center	\$8,000,000	\$2,000,000	\$10,000,000
Section 5307 MBTA Match Total		\$51,645,273	\$12,911,318	\$159,236,101
Cape Ann		Federal Funds	State Funds	Total Funds
	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
Section 5307 State Match Total		\$344,568	\$86,142	\$430,710
SAFETEA-LU High Priority Projects		Federal Funds	Local Funds	Total Funds
Boston Region	HPP Bus - Framingham Transit System	\$391,248	\$97,812	\$489,060
SAFETEA-LU High Priority Projects (HPP Bus) Total				\$489,060
Section 5309		Federal Funds	MBTA Funds	Total Funds
Blue Line	Blue Line Modernization	\$31,338,699	\$7,834,675	\$39,173,374
Orange Line	Orange Line Upgrades	\$4,800,000	\$1,200,000	\$6,000,000
Red Line	Red Line Number 2 Car	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Kawasaki Coaches	\$5,219,211	\$1,304,803	\$6,524,014
Systemwide	Locomotive and Coach Procurement	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	MBTA Bridge Program	\$11,924,000	\$2,981,000	\$14,905,000
Section 5309 Infrastructure Program				
Commuter Rail	Commuter Rail Top Deck Overhaul	\$2,499,080	\$624,770	\$3,123,850
Commuter Rail	Commuter Rail Coach Overhaul	\$10,240,000	\$2,560,000	\$12,800,000
Systemwide	Power Improvements	\$7,352,268	\$1,838,067	\$9,190,335
		NNEPRA Funds	MBTA Funds	Total Funds
Systemwide	Haverhill Line Improvements	\$2,400,000	\$600,000	\$3,000,000
Section 5309 MBTA Match Total		\$88,964,506	\$22,241,127	\$111,694,693
Federal-Aid Subtotal		\$143,257,330		
Federal-Aid State Matching Funds Subtotal			\$86,142	
Federal-Aid MBTA Matching Funds Subtotal				\$35,814,333
Total Regional Transit Funds				\$274,729,293

Federal Fiscal Year 2009

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Boston	601274	Tremont Street , Phase 1	\$1,164,800	\$291,200	\$1,456,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,536,000	\$884,000	\$4,420,000
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,264,000
Somerville	604331	Somerville Community Path, Phase 1	\$2,022,624	\$505,656	\$2,528,280
Wakefield	603311	Salem Street--Three Intersections	\$1,580,800	\$395,200	\$1,976,000
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000

Congestion Mitigation and Air Quality Improvement Program Total	\$13,524,224	\$3,381,056	\$17,069,280
		<i>CMAQ Regional Target</i>	<i>\$12,890,131</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Two	\$9,379,200	\$2,344,800	\$11,724,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three	\$6,455,200	\$1,613,800	\$8,069,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$4,864,000	\$1,216,000	\$6,080,000

National Highway System Total	\$20,698,400	\$5,174,600	\$25,873,000
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Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Boston	601274	Tremont Street , Phase 1	\$1,747,200	\$436,800	\$2,184,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 1	\$3,120,000	\$780,000	\$3,900,000
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$4,576,000	\$1,144,000	\$5,720,000
Salem	601017	Route 1A (Bridge Street)	\$5,491,200	\$1,372,800	\$6,864,000
Weymouth	601630	Route 18	\$2,283,367	\$570,842	\$2,854,209

Surface Transportation Program Total	\$17,217,767	\$4,304,442	\$21,522,209
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Total Regional Target Programming	\$64,464,489
<i>Boston Region MPO Regional Target with State Match</i>	<i>\$64,463,190</i>

*Projects Programmed in FFY 2009 have a 4% inflation rate applied

FEDERAL-AID BRIDGE PROJECTS

Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Framingham	604013	Fountain Street over MBTA and CSX	\$2,400,000	\$600,000	\$3,000,000
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322
Boston	600944	American Legion HWY over Route 203	\$2,400,000	\$600,000	\$3,000,000
Ipswich	602543	Route 1A (High Street) over MBTA	\$7,450,487	\$1,862,622	\$9,313,109

Bridge Total	\$14,283,545	\$3,570,886	\$17,854,431
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Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge, Year Four	\$10,000,000	\$2,500,000	\$12,500,000
Boston & Everett	603370	Route 99 (Alford Street) Bridge, Year Five	\$6,400,000	\$1,600,000	\$8,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three	\$8,000,000	\$2,000,000	\$10,000,000
Dedham, Needham & Westwood	603162	Route 128 Improvement Program Contract 3, Year Four	\$4,480,000	\$1,120,000	\$5,600,000
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge, Year Three	\$3,400,000	\$850,000	\$4,250,000

Advance Construction Bridge Total	\$32,280,000	\$8,070,000	\$40,350,000
Federal-Aid Bridge Total			\$58,204,431

Federal Fiscal Year 2009

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			Federal Funds	State Funds	Total Funds
Marlborough, Hudson & Berlin	604303	Interstate 495	\$7,822,692	\$869,188	\$8,691,880
Stoneham, Winchester & Reading		Interstate 93	\$7,461,504	\$829,056	\$8,290,560
Sharon, Walpole & Norwood		Interstate 95	\$4,978,908	\$553,212	\$5,532,120
Interstate Maintenance Total			\$20,263,104	\$2,251,456	\$22,514,560

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			Federal Funds	State Funds	Total Funds
Weymouth	601630	Route 18	\$10,996,633	\$2,749,158	\$13,745,791
High-Priority Projects (TEA-21) Total			\$10,996,633	\$2,749,158	\$13,745,791

High-Priority Projects (SAFETEA-LU)			Federal Funds	State Funds	Total Funds
Boston		Longwood Ave / Urban Ring Tunnel Study	\$78,300	\$19,575	\$97,875
Boston	600636	Massachusetts Avenue	\$669,900	\$167,475	\$837,375
Boston		Sullivan Square, Phase 1	\$2,400,000	\$600,000	\$3,000,000
Boston	604997	Reconstruction of Fenway, Forsyth, and Museum Way	\$2,212,506	\$553,126	\$2,765,632
Boston	604997	Reconstruction of Fenway, Forsyth, and Museum Way	\$2,074,224	\$518,556	\$2,592,780
Hudson & Stow		Assabet River Rail Trail (Design)	\$261,000	\$65,250	\$326,250
Hull	604743	West Corner Culvert	\$552,800	\$138,200	\$691,000
Quincy		Quincy Center Concourse, Phase 2	\$6,000,000	\$1,500,000	\$7,500,000
Somerville		I-93 Mystic Avenue Interchange (Study and Design)	\$69,600	\$17,400	\$87,000
Somerville		Union Square Improvements (Study)	\$69,600	\$17,400	\$87,000
Somerville	604331	Somerville Community Path, Phase 1	\$156,600	\$39,150	\$195,750
Somerville		Assembly Square Multimodal Access Improvements	\$870,000	\$217,500	\$1,087,500
Somerville	604331	Somerville Community Path, Phase 1	\$621,234	\$155,309	\$776,543
Watertown	601686	Pleasant Street and Howard Street	\$278,400	\$69,600	\$348,000
Weymouth	601630	Route 18 Design and Construction	\$1,440,000	\$360,000	\$1,800,000
High-Priority Projects Total			\$17,754,164	\$4,438,541	\$22,192,705

High-Priority Project (SAFETEA-LU) Other Match			Federal Funds	Other Funds	Total Funds
Boston		National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000
Section 112			Federal Funds	Other Funds	Total Funds
Cambridge	604977	Kendall Square Streetscape	\$737,946		\$737,946
Section 117					
Cambridge	604993	Innovation Blvd Streetscape	\$990,000		\$990,000
Other Earmarks Total					\$2,945,946

Federal-Aid Non-Target Projects Total	\$38,884,442
Total Federal-Aid Highway Program	\$184,067,922

NON FEDERAL-AID TARGET PROJECTS

Non Federal Aid Bridge			Federal Funds	State Funds	Total Funds
Framingham	602839	Central Street Bridge		\$1,800,000	\$1,800,000
Boston	603443	River Street Bridge		\$6,051,480	\$6,051,480
Non Federal Aid Bridge Total					\$7,851,480
Total Highway Program					\$191,919,402

Federal Fiscal Year 2009

Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$56,845,000	\$14,211,250	\$71,056,250
Federal-Aid Subtotal	\$126,845,000		
Federal-Aid Matching Funds Subtotal		\$31,711,250	
Total Fiscal Year 2009 Central Artery/Tunnel Funds			\$158,556,250

Federal Fiscal Year 2009

REGIONAL TRANSIT PROGRAM

Section 3037		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Job Access	\$1,502,650	\$375,662	\$1,878,312
Section 3037 MBTA Match Total		\$1,425,006	\$356,251	\$1,878,312
New Freedom		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	New Freedom	\$1,292,406	\$323,101	\$1,615,507
New Freedom MBTA Match Total		\$1,222,546	\$305,636	\$1,615,507
Section 5307		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Green Line	MBTA Accessibility Program	\$5,079,999	\$1,270,000	\$6,349,999
Blue Line	Blue Line Vehicles	\$9,600,000	\$2,400,000	\$12,000,000
Systemwide	Station Management Program	\$8,000,000	\$2,000,000	\$10,000,000
Bus	Arborway Maintenance Facility	\$39,348,072	\$9,837,018	\$49,185,090
Bus	Zero Series Bus Replacement	\$4,093,746	\$1,023,436	\$5,117,182
Systemwide	Elevator Replacement/Rehabilitation	\$40,390,045	\$10,097,511	\$50,487,556
Systemwide	Grant Anticipation Notes (GANs) Program	\$19,985,000	\$4,996,250	\$24,981,250
Systemwide	MBTA Enhancement Program	\$951,382	\$237,845	\$1,189,227
Systemwide	Preventative Maintenance	\$8,000,000	\$2,000,000	\$10,000,000
Section 5307 MBTA Match Total		\$135,448,243	\$33,862,061	\$169,310,304
Cape Ann		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
Section 5307 State Match Total		\$344,568	\$86,142	\$430,710
High-Priority Projects (SAFETEA-LU)		<i>Federal Funds</i>	<i>Local Funds</i>	<i>Total Funds</i>
Bus	HPP Bus - Framingham Transit System	\$406,296	\$101,574	\$507,870
SAFETEA-LU High-Priority Projects(HPP Bus)Total		\$406,296	\$101,574	\$507,870
Section 5309		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$12,994,711	\$3,248,678	\$16,243,389
Red Line	Red Line Number 2 Car	\$14,990,124	\$3,747,531	\$18,737,655
Systemwide	Kawasaki Coaches	\$22,780,789	\$5,695,197	\$28,475,986
Systemwide	Locomotive and Coach Procurement	\$14,400,000	\$3,600,000	\$18,000,000
Section 5309 Infrastructure Program				
Red Line	Columbia Junction	\$12,000,000	\$3,000,000	\$15,000,000
Commuter Rail	Commuter Rail Coach Overhaul	\$2,320,000	\$580,000	\$2,900,000
Systemwide	Power Improvements	\$11,080,000	\$2,770,000	\$13,850,000
		<i>NNEPRA Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Haverhill Line Improvements	\$2,400,000	\$600,000	\$3,000,000
Section 5309 MBTA Match Total		\$77,570,913	\$19,392,728	\$116,207,030
Federal-Aid Subtotal		\$216,417,571		
Federal-Aid State Matching Funds Subtotal			\$86,142	\$53,916,677
Federal-Aid MBTA Matching Funds Subtotal				
Total Regional Transit Funds				\$289,949,733

Federal Fiscal Year 2010

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Acton & Maynard	604531	Assabet River Rail Trail	\$3,798,579	\$949,645	\$4,748,224
Boston	604761	South Bay Harbor Trail (construction)	\$3,331,328	\$832,832	\$4,164,160
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,514,240	\$378,560	\$1,892,800
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000

Congestion Mitigation and Air Quality Improvement Program Total	\$9,884,147	\$2,471,037	\$12,355,184
	<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$4,012,904	\$1,003,226	\$5,016,130
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$5,603,397	\$1,400,849	\$7,004,246
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two	\$6,922,240	\$1,730,560	\$8,652,800

National Highway System Total	\$16,538,541	\$4,134,635	\$20,673,176
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Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase 3	\$5,682,483	\$1,420,621	\$7,103,104
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 2	\$10,400,000	\$2,600,000	\$13,000,000
Everett	602382	Route 99 (Broadway)	\$1,730,560	\$432,640	\$2,163,200
Weymouth	601630	Route 18	\$6,160,000	\$1,540,000	\$7,700,000

Surface Transportation Program Total	\$23,973,043	\$5,993,261	\$29,966,304
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Total Regional Target Programming	\$62,994,664
<i>Boston Region MPO Regional Target with State Match</i>	<i>\$62,993,178</i>

*Projects Programmed in FFY 2010 have a 4% inflation rate applied for 2009 and 2010

FEDERAL-AID BRIDGE PROJECTS

Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Needham - Wellesley	603711	Route 128 add a lane	\$3,200,000	\$800,000	\$4,000,000

Major Bridge Total	\$24,200,000	\$6,050,000	\$16,500,000
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Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$8,000,000	\$2,000,000	\$10,000,000
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge, Year Four	\$3,400,000	\$850,000	\$4,250,000
Boston	604517	Chelsea Street Bridge	\$13,200,000	\$3,300,000	\$16,500,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$4,000,000	\$1,000,000	\$5,000,000

Advance Construction Bridge Total	\$28,600,000	\$7,150,000	\$35,750,000
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Federal-Aid Bridge Total	\$52,250,000
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Federal Fiscal Year 2010

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			Federal Funds	State Funds	Total Funds
Woburn-Wilmington		Interstate 93	\$7,772,400	\$863,600	\$8,636,000
Waltham	604710	Interstate 95	\$6,795,135	\$755,015	\$7,550,150
Interstate Maintenance Total			\$14,567,535	\$1,618,615.0	\$16,186,150

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			Federal Funds	State Funds	Total Funds
Somerville		Assembly Square Multimodal Access Improvements	\$870,000	\$217,500	\$1,087,500
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase Three	\$640,000	\$160,000	\$800,000
Watertown	601686	Pleasant Street and Howard Street	\$278,400	\$69,600	\$348,000
High-Priority Projects Total					\$2,235,500
Total Federal-Aid Highway Program					\$133,666,314

NON FEDERAL-AID TARGET PROJECTS

Non Federal Aid Bridge			Federal Funds	State Funds	Total Funds
Boston - Cambridge		Charles River Dam Road (RT 28) over the Charles River		\$20,131,000	\$20,131,000
Non Federal Aid Bridge Total					\$20,131,000
Total Highway Program					\$153,797,314

Federal Fiscal Year 2010

Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$81,290,000	\$20,322,500	\$101,612,500
Federal-Aid Subtotal	\$151,290,000		
Federal-Aid Matching Funds Subtotal		\$37,822,500	
Total Fiscal Year 2010 Central Artery/Tunnel Funds			\$189,112,500

Federal Fiscal Year 2010

Regional Transit Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5307				
Green Line	Car Overhaul Program	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	CNG Bus Overhaul Program	\$15,244,462	\$3,811,116	\$19,055,578
Systemwide	Station Management Program	\$6,400,000	\$1,600,000	\$8,000,000
Bus	Arborway Maintenance Facility	\$24,812,400	\$6,203,100	\$31,015,500
Systemwide	Elevator Replacement/Rehabilitation	\$37,079,999	\$9,270,000	\$46,349,999
Systemwide	Grant Anticipation Notes (GANs) Program	\$14,400,000	\$3,600,000	\$18,000,000
Systemwide	MBTA Enhancement Program	\$951,382	\$237,845	\$1,189,227
Red Line	Ashmont Station	\$8,560,000	\$2,140,000	\$10,700,000
Systemwide	Preventative Maintenance	\$8,000,000	\$2,000,000	\$10,000,000
Section 5307 MBTA Match Total		\$135,448,243	\$33,862,061	\$169,310,304
Cape Ann	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
Section 5307 State Match Total		\$344,568	\$86,142	\$430,710
Section 5309				
Orange Line	Orange Line Improvement	\$11,200,000	\$2,800,000	\$14,000,000
Red Line	Red Line Number 2 Car	\$21,809,876	\$5,452,469	\$27,262,345
Systemwide	Kawasaki Coaches	\$25,600,000	\$6,400,000	\$32,000,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000
Section 5309 Infrastructure Program				
Red Line	Columbia Junction	\$14,355,748	\$3,588,937	\$17,944,685
Systemwide	Power Improvements	\$12,000,000	\$3,000,000	\$15,000,000
Section 5309 MBTA Match Total		\$92,965,624	\$23,241,406	\$116,207,030
Federal-Aid Subtotal		\$228,758,435		
Federal-Aid State Matching Funds Subtotal			\$86,142	
Federal-Aid MBTA Matching Funds Subtotal				\$57,103,467
		Total Regional Transit Funds		\$285,948,044

Federal Fiscal Year 2011

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Acton, Carlisle, Concord, Sudbury & Westford		Bruce Freeman Memorial Bicycle Path	\$2,400,000	\$600,000	\$3,000,000
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,453,923	\$1,113,481	\$5,567,404
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000
Congestion Mitigation and Air Quality Improvement Program Total			\$8,093,923	\$2,023,481	\$10,117,404
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$10,341,403	\$2,585,351	\$12,926,754
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$10,613,760	\$2,653,440	\$13,267,200
National Highway System Total			\$20,955,163	\$5,238,791	\$26,193,954

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Bedford, Billerica & Burlington	029492	Middlesex Turnpike Improvement Project, Phase 3	\$9,600,000	\$2,400,000	\$12,000,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$8,208,000	\$2,052,000	\$10,260,000
Somerville	601820	Beacon Street	\$911,418	\$227,854	\$1,139,272
Surface Transportation Program Total			\$18,719,418	\$4,679,854	\$23,399,272

Total Regional Target Programming

<i>Boston Region MPO Regional Target with State Match</i>	\$59,710,630
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*Projects Programmed in FFY 2010 have a 4% inflation rate applied for 2009, 2010 and 2011

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bridge Total					
Advance Construction Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
			\$0		
Advance Construction Bridge Total			\$0	\$0	\$0
Federal-Aid Bridge Total					

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Interstate Maintenance Total	\$0	\$0	\$0

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street	\$2,309,753	\$577,438	\$2,887,191
High-Priority Projects Total					\$2,887,191
Total Highway Program					\$62,597,821

Federal Fiscal Year 2011

Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$89,365,000	\$20,322,500	\$101,612,500
Federal-Aid Subtotal	\$159,365,000		
Federal-Aid Matching Funds Subtotal		\$37,822,500	
Total Fiscal Year 2011 Central Artery/Tunnel Funds			\$197,187,500

Federal Fiscal Year 2011

Regional Transit Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5307				
Green Line	Car Overhaul Program	\$32,800,000	\$8,200,000	\$41,000,000
Systemwide	CNG Bus Overhaul Program	\$46,656,862	\$11,664,215	\$58,321,077
Bus	Zero Series Bus Replacement	\$15,040,000	\$3,760,000	\$18,800,000
Systemwide	Elevator Replacement/Rehabilitation	\$32,000,000	\$8,000,000	\$40,000,000
Systemwide	MBTA Enhancement Program	\$951,382	\$237,845	\$1,189,227
Systemwide	Preventative Maintenance	\$8,000,000	\$2,000,000	\$10,000,000
Section 5307 MBTA Match Total		\$135,448,243	\$33,862,061	\$169,310,304
Cape Ann	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
Section 5307 State Match Total		\$344,568	\$86,142	\$430,710
Section 5309				
Orange Line	Orange Line Improvement	\$12,800,000	\$3,200,000	\$16,000,000
Red Line	Red Line Number 2 Car	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Kawasaki Coaches	\$4,800,000	\$1,200,000	\$6,000,000
Systemwide	Locomotive and Coach Procurement	\$29,660,636	\$7,415,159	\$37,075,795
Section 5309 Infrastructure Program				
Red Line	Columbia Junction	\$24,044,252	\$6,011,063	\$30,055,315
Systemwide	Power Improvements	\$13,660,736	\$3,415,184	\$17,075,920
Section 5309 MBTA Match Total		\$92,965,624	\$23,241,406	\$116,207,030
Federal-Aid Subtotal		\$228,413,867		
Federal-Aid State Matching Funds Subtotal			\$86,142	
Federal-Aid MBTA Matching Funds Subtotal				\$57,103,467
		Total Regional Transit Funds		\$285,517,334

Chapter 3

2008

Bedford

Page Road Bridge

603985

Replace the Page Road Bridge (B-04-008) over the Shawsheen River.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$2,038,722
State Funds:	\$509,681
Total Funds:	\$2,548,403

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds. The HPP (SAFETEA-TEA) funds are \$1,922,102; HPP (TEA-21) funds are \$689,040; Surface Transportation Program funds total \$3,036,072. The total cost of the project is \$6,300,000.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$689,040
State Funds:	\$172,260
Total Funds:	\$861,300

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds.

Funding Program: High-Priority Projects
Air Quality Status: Model
TIP Category: Arterial and Intersections

Federal Funds:	\$1,922,102
Local Funds:	\$480,526
Total Funds:	\$2,402,628

Bedford, Billerica & Burlington

Middlesex Turnpike (Mitre Extension), Phase One

029491

Construct the Mitre Extension, a proposed new section of roadway, to connect the Middlesex Turnpike to the intersection of Route 62 and Network Drive (formerly Kent Road). The remaining High-Priority Project (HPP) funds allocated to the Crosby Drive/Middlesex Turnpike Project are insufficient to fund the federal share of the cost of this Phase and must be supplemented with Surface Transportation Program funds.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$7,152,288
State Funds:	\$1,788,072
Total Funds:	\$8,940,360

Chapter 3

2008

Belmont, Cambridge & Somerville Bicycle Facility

600811

Improve the bicycle facility connecting existing paths in Somerville and Cambridge to link the communities of Belmont, Cambridge, and Somerville.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$4,160,000
State Funds:	\$1,040,000
Total Funds:	\$5,200,000

Blue Line Blue Line Vehicles

MBTA

Overhaul 24 current Blue Line vehicles for use on the Orange Line, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307/Rail Modernization
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$8,859,754
MBTA Funds:	\$2,214,938
Total Funds:	\$11,074,692

Blue Line Blue Line Modernization

MBTA

Make improvements to the Blue Line, consistent with the MBTA's Capital Investment Program (CIP). This is a multiyear project programmed for a total of \$155.8 million in the fiscal years 2006–2010 TIP.

The funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5309/Rail Modernization
Air Quality Status: Model
TIP Category: Transit Service Enhancement

Federal Funds:	\$31,338,699
MBTA Funds:	\$7,834,675
Total Funds:	\$39,173,374

Bolton, Boxborough & Harvard Interstate 495

604363

Fund structural overlay on Interstate 495.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$9,000,000
State Funds:	\$1,000,000
Total Funds:	\$10,000,000

Chapter 3

2008

Bolton, Boxborough & Harvard

Interstate 495

604363

Fund repitching of breakdown lane and structural overlay on Interstate 495.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$9,000,000
	\$1,000,000
Total Funds:	\$10,000,000

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$6,283,995
State Funds:	\$1,570,999
Total Funds:	\$7,854,994

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterial and Intersection

Federal Funds:	\$2,000,000
State Funds:	\$500,000
Total Funds:	\$2,500,000

Boston

Massachusetts Avenue

600636

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street. Funds for this project include \$7,854,994 in Surface Transportation Program funds, \$2,500,000 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of \$2,657,501 in fiscal year 2008 and \$669,900 in fiscal year 2009.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$2,657,501
State Funds:	\$664,375
Total Funds:	\$3,321,876

Boston

Morton Street Bridge

603654

Replace the Morton Street Bridge (B-16-163) over the MBTA and CSX Railroad.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$2,384,200
State Funds:	\$596,200
Total Funds:	\$2,981,000

Chapter 3

2008

Boston

Longwood Avenue/Urban Ring Tunnel Study

Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Transit Expansion

Federal Funds:	\$78,300
State Funds:	\$19,575
Total Funds:	\$97,875

Boston

Chelsea Street Bridge, Year Three

604517

Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.

Funding Program: Major Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$9,200,000
State Funds:	\$2,300,000
Total Funds:	\$11,500,000

Boston

Boston Traffic Management Center Operations

Provide funds for operation of the City of Boston's Traffic Management Center.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Enhancement

Federal Funds:	\$324,000
Local Funds:	\$81,000
Total Funds:	\$405,000

Boston

National Park Traveler Information System & Visitor Center

Provide funds for the National Park Traveler Information System & Visitor Center in Boston.

Funding Program: High-Priority Project (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Enhancement

Federal Funds:	\$1,218,000
Other Funds:	\$0
Total Funds:	\$1,218,000

Boston & Everett

Route 99 (Alford Street) Bridge, Year Four

603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$6,400,000
State Funds:	\$1,600,000
Total Funds:	\$8,000,000

Chapter 3

2008

Boston Region **Central Artery/Tunnel 2008** **195001**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$70,000,000
State Funds:	\$17,500,000
Total Funds:	\$87,500,000

Boston Region **Central Artery/Tunnel 2008** **195001**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: Transportation Insurance Trust Fund
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	
State Funds:	\$57,033,514
Total Funds:	\$57,033,514

Boston Region **Central Artery/Tunnel 2008** **195001**

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: Massachusetts Turnpike Funds
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$0
State Funds:	\$13,964,908
Total Funds:	\$13,964,908

Boston Region **Regional Transportation Demand Management Program**

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$200,000
Local Funds:	\$50,000
Total Funds:	\$250,000

Boston Region **Improving the Region's Bicycle Parking Infrastructure Program**

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status:
TIP Category:

Federal Funds:	\$544,800
Local Funds:	\$136,200
Total Funds:	\$681,000

Chapter 3

2008

Boston Region

Hybrid Locomotive Switches

Fund the procurement of hybrid locomotive switches.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$1,536,000
MBTA Funds:	\$384,000
Total Funds:	\$1,920,000

Boston Region

Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$520,000
Local Funds:	\$130,000
Total Funds:	\$650,000

Boston Region

Central Artery/Tunnel 2008

195001

Fund various contracts associated with the continuing reconstruction of the Central Artery.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$47,230,000
State Funds:	\$11,807,500
Total Funds:	\$59,037,500

Bus

Arborway Maintenance Facility

MBTA

Design and construct a permanent bus maintenance and storage facility.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$23,039,528
MBTA Funds:	\$5,759,882
Total Funds:	\$28,799,410

Bus

Local Intra-Framingham Transit System

MBTA

Provide funds for the local intra-Framingham transit system enhancements.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Transit Service Enhancement

Federal Funds:	\$391,248
Local Funds:	\$97,812
Total Funds:	\$489,060

Chapter 3

2008

Bus

Blue Line Signals

MBTA

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$12.5 million for the Blue Line Signal System.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration

Funding Program: Section 5307 (carryover)
Air Quality Status: Exempt (buses), Model (Blue Line)
TIP Category: Transit State of Good Repair

Federal Funds:	\$10,000,000
State Funds:	\$2,500,000
Total Funds:	\$12,500,000

Bus

Zero Series Bus Replacement

MBTA

Purchase replacement vehicles for the Zero Series buses.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$29,444,326
MBTA Funds:	\$7,361,082
Total Funds:	\$36,805,408

Canton, Randolph &

087800

Westwood

Route 128 Improvement Program Contract 4, Year One

This contract consists of approximately 5 miles of I-95/93 (Route 128) roadway construction, beginning at Route 24 (Randolph) to the MBTA Franklin Rail Road Line bridge in Westwood, just north of the East Street Rotary.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$4,320,000
State Funds:	\$1,080,000
Total Funds:	\$5,400,000

Canton, Randolph & Westwood

Route 128 Improvement Program Contract 4, Year Two

087800

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Bridge

Federal Funds:	\$4,800,000
State Funds:	\$1,200,000
Total Funds:	\$6,000,000

Chapter 3

2008

Cape Ann

Cape Ann Transportation Authority

CATA

Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$344,568
State Funds:	\$86,142
Total Funds:	\$430,710

Commuter Rail

Commuter Rail Top Deck Overhaul

MBTA

Work consists of replacing rotating equipment such as power assemblies, turbochargers, camshafts and other items on Commuter Rail locomotives. The completion of this overhaul will improve the service reliability of these units, help maintain on-time performance standards and increase operating efficiency by reducing the number of failures

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$2,499,080
MBTA Funds:	\$624,770
Total Funds:	\$3,123,850

Concord

Route 62 (Main Street)

604646

Reconstruct Route 62 (Main Street) from Water Street to Acton town line and make safety improvements.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$1,862,744
	\$465,686
Total Funds:	\$2,328,430

Danvers & Peabody

Border to Boston Bikeway (Design)

For the purposes of design, engineering and permitting for rail trail from Salisbury to Danvers.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$139,200
State Funds:	\$34,800
Total Funds:	\$174,000

Dedham & Westwood

Route 128 Improvement Program Contract 3, Year Four

603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$4,800,000
State Funds:	\$1,200,000
Total Funds:	\$6,000,000

Chapter 3

2008

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Two

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$800,000
State Funds:	\$200,000
Total Funds:	\$1,000,000

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Two

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$7,200,000
State Funds:	\$1,800,000
Total Funds:	\$9,000,000

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Three

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$7,200,000
State Funds:	\$1,800,000
Total Funds:	\$9,000,000

Dedham, Needham & Westwood

Route 128 Contract 3, Year Four

603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$2,000,000
State Funds:	\$500,000
Total Funds:	\$2,500,000

Essex

Route 133 (Main Street)

600217

Reconstruct Route 133 (Main Street) from north of Western Avenue to Water Street.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$4,933,315
State Funds:	\$1,233,329
Total Funds:	\$6,166,644

Chapter 3

2008

Holliston

Upper Charles Trail

602929

Construct a bicycle-and-pedestrian trail along an abandoned rail line from just west of Hopping Brook Road to Cross Street. This project is one section of the proposed Upper Charles Rail Trail.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$1,452,000
State Funds:	\$363,000
Total Funds:	\$1,815,000

Hudson & Stow

Assabet River Rail Trail (Design)

604531

For the purposes of design and acquisition.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$261,000
State Funds:	\$65,250
Total Funds:	\$326,250

Lynn & Saugus

Route 107 (Fox Hill) Bridge

026710

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$800,000
State Funds:	\$200,000
Total Funds:	\$1,000,000

Lynnfield & Peabody

Interstate 95

Fund structural overlay on Interstate 95.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$4,500,000
State Funds:	\$500,000
Total Funds:	\$5,000,000

Medford & Somerville

Interstate 93

Fund structural overlay on Interstate 93.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$5,400,000
State Funds:	\$600,000
Total Funds:	\$6,000,000

Chapter 3

2008

Milford Upper Charles Trail, Phase Two

Construct the second phase of the Upper Charles Trail in Milford.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$3,280,000
State Funds:	\$820,000
Total Funds:	\$4,100,000

Newton Route 30 (Commonwealth Avenue), Phase Three Enhancements 601899

Install historic lighting and provide landscaping along Commonwealth Avenue from the Boston city line to west of Grant Avenue.

Funding Program: Surface Transportation Program/Enhancement
Air Quality Status: Exempt
TIP Category: Enhancement

Federal Funds:	\$639,524
State Funds:	\$159,881
Total Funds:	\$799,405

Newton Route 30 (Commonwealth Avenue), Phase Three 601899

Reconstruct Route 30 (Commonwealth Avenue) from Grant Avenue to the Boston city line.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$6,481,324
State Funds:	\$1,620,331
Total Funds:	\$8,101,655

Orange Line Orange Line Upgrades MBTA

Fund the design of the next-generation Orange Line vehicle and necessary infrastructure improvements for operation of the vehicle.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$4,800,000
MBTA Funds:	\$1,200,000
Total Funds:	\$6,000,000

Red Line Red Line Number 2 Car MBTA

Upgrade and overhaul the Number 2 vehicles. This program will maintain critical components in a state of good repair to ensure that the vehicle fulfills its useful life.

Funding Program: Section 5309/Rail Modernization
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$6,400,000
MBTA Funds:	\$1,600,000
Total Funds:	\$8,000,000

Chapter 3

2008

Revere	Park Avenue and Central Avenue	601935
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Reconstruct Park Avenue & Central Avenue (approximately 7,000 linear feet).

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterial and Intersection

Federal Funds:	\$2,238,984
State Funds:	\$559,736
Total Funds:	\$2,798,680

Somerville	I-93 Mystic Avenue Interchange (Design and Study)	600831
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Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway).

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Model
TIP Category: Arterials and Intersections

Federal Funds:	\$69,600
State Funds:	\$17,400
Total Funds:	\$87,000

Somerville	Union Square
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Fund a study of Union Square in Somerville.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Enhancement

Federal Funds:	\$69,600
State Funds:	\$17,400
Total Funds:	\$87,000

Somerville	Assembly Square Multimodal Access Improvements
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Fund the construction of multimodal improvements at Assembly Square.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$2,581,300
State Funds:	\$645,325
Total Funds:	\$3,226,625

Systemwide	Preventative Maintenance	MBTA
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The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

Chapter 3

2008

Systemwide

Station Management Program

MBTA

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$5,408,116
MBTA Funds:	\$1,352,029
Total Funds:	\$6,760,145

Systemwide

Haverhill Line Improvements

MBTA

Project in partnership with Northern New England Passenger Rail Authority of Maine to implement infrastructure upgrades along the rail corridor including interlocking, signal, bridge and track improvements.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category:

Federal Funds:	\$2,400,000
MBTA Funds:	\$600,000
Total Funds:	\$3,000,000

Systemwide

Public Address System

MBTA

Installation of Public Address Systems and an Electronic Sign System throughout the MBTA system.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$10,400,000
MBTA Funds:	\$2,600,000
Total Funds:	\$13,000,000

Systemwide

Everett Maintenance Facility

MBTA

Project involves upgrade and renovation of the bus maintenance building for heavy maintenance of CNG buses. Separate contract work would also include installation of necessary sprinkler, fire & security systems.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$6,400,000
MBTA Funds:	\$1,600,000
Total Funds:	\$8,000,000

Systemwide

Kawasaki Coaches

MBTA

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$5,219,211
MBTA Funds:	\$1,304,803
Total Funds:	\$6,524,014

Systemwide Elevator Replacement/Rehab MBTA

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$16,946,304
MBTA Funds:	\$4,236,576
Total Funds:	\$21,182,880

Systemwide Power Improvements MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$7,352,268
MBTA Funds:	\$1,838,067
Total Funds:	\$9,190,335

Systemwide Grant Anticipation Notes (GANs) Program MBTA

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principle and interest on GANs with Section 5307 funds for the purchase of 175 Emission Control Diesel Buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor project improvements, Phase One will make improvements to the existing infrastructure of the Fairmount commuter rail line. These improvements include the rehabilitation of two stations (Morton Street and Uphams Corner), construction of new interlocking, upgrading of the existing signal system, and rehabilitation and/or replacement of bridges along the corridor.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
Air Quality Status: Model (Fairmount), Off-Model (ECD buses)
TIP Category: Transit State of Good Repair

Federal Funds:	\$23,347,587
MBTA Funds:	\$5,836,897
Total Funds:	\$29,184,484

Chapter 3

2008

Systemwide

Section 5309 Infrastructure Program

MBTA

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$2 million for Columbia Junction, \$14.19 million for Systemwide Power Improvements, \$11.8 million for Commuter Rail Coach Overhaul, and \$3.12 million for Commuter Rail Top Deck Overhaul.

These funding allocations are based upon the best information available as of June 23, 2005. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5309/Rail Modernization
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$24,891,348
MBTA Funds:	\$6,222,837
Total Funds:	\$31,114,185

Systemwide

New Freedom

MBTA

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: New Freedom
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$1,222,546
MBTA Funds:	\$305,636
Total Funds:	\$1,528,182

Systemwide

Station Management Program

MBTA

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

Funding Program: Section 5309/Rail Modernization
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$5,130,310
MBTA Funds:	\$1,282,578
Total Funds:	\$6,412,888

Systemwide

Section 5307 Infrastructure Program

MBTA

Make infrastructure improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). The funds programmed here are \$12 million for the Blue Line Signals System.

These funding allocations are based upon the best information available as of June 23, 2005. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
Air Quality Status: Exempt, Off-Model (CNG Buses)
TIP Category: Transit State of Good Repair

Federal Funds:	\$10,000,000
MBTA Funds:	\$2,500,000
Total Funds:	\$12,500,000

Chapter 3

2008

Systemwide

Commuter Rail Coach Overhaul

MBTA

The midlife overhaul of 75 bi-level Kawasaki coaches. To be included in this overhaul program are critical safety components such as trucks, brakes, couplers, draft gears, in addition to others such as air conditioning systems and toilets.

Funding Program: Section 5309

Air Quality Status:

TIP Category:

Federal Funds: \$10,240,000

MBTA Funds: \$2,560,000

Total Funds: \$12,800,000

Systemwide

MBTA Enhancement Program

MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

Funding Program: Section 5307/Enhancement

Air Quality Status: Exempt

TIP Category: Transit Service Enhancement

Federal Funds: \$951,382

MBTA Funds: \$237,845

Total Funds: \$1,189,227

Systemwide

MBTA Bridge Program

MBTA

Design and reconstruct one or more of the following bridges: Drawbridge 1 at North Station (\$4.725 million), Beverly Drawbridge (\$630,000), and Washington Street Bridge (\$9.55 million).

Funding Program: Section 5309/Rail Modernization

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$11,924,000

MBTA Funds: \$2,981,000

Total Funds: \$14,905,000

Systemwide

Locomotive and Coach Procurement

MBTA

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$6,400,000

MBTA Funds: \$1,600,000

Total Funds: \$8,000,000

Systemwide**Grant Anticipation Notes (GANs) Program****MBTA**

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 emission control diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor improvements, Phase One, will make improvements to the existing infrastructure of the Fairmount commuter rail line. These improvements include the rehabilitation of two stations (Morton Street and Uphams Corner), construction of new interlocking, upgrading of the existing signal system, and rehabilitation and/or replacement of bridges along the corridor.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Exempt
 TIP Category: Transit State of Good Repair

Federal Funds:	\$15,347,587
MBTA Funds:	\$3,836,897
Total Funds:	\$19,184,484

Systemwide**Job Access/Reverse Commute****MBTA**

Fund programs to provide access to job centers through direct service or extensions of existing routes. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: Section 3037
 Air Quality Status: Exempt
 TIP Category: Transit Enhancement

Federal Funds:	\$1,425,006
MBTA Funds:	\$356,251
Total Funds:	\$1,781,257

Waltham**Interstate 95**

Fund milling and structural overlay on Interstate 95.

Funding Program: Interstate Maintenance
 Air Quality Status: Exempt
 TIP Category: Major Highway

Federal Funds:	\$6,750,000
State Funds:	\$750,000
Total Funds:	\$7,500,000

602053

Funding Program:	Congestion Mitigation and Air Quality Improvement
Air Quality Status:	Off-Model
TIP Category:	Arterial and Intersection

Federal Funds:	\$700,000
State Funds:	\$175,000
Total Funds:	\$875,000

601686

Funding Program:	High-Priority Projects (SAFETEA-LU)
Air Quality Status:	Off-Model
TIP Category:	Arterial and Intersection

Federal Funds:	\$278,400
State Funds:	\$69,600
Total Funds:	\$348,000

600776

Funding Program:	Bridge - Non Federal Aid
Air Quality Status:	Exempt
TIP Category:	Bridge

Federal Funds:	\$0
State Funds:	\$2,152,956
Total Funds:	\$2,152,956

Chapter 3

2009

Blue Line

Blue Line Vehicles

MBTA

Overhaul 24 current Blue Line vehicles for use on the Orange Line, consistent with the MBTA's Capital Investment Program (CIP).

Funding Program: Section 5307/Rail Modernization
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$9,600,000
MBTA Funds:	\$2,400,000
Total Funds:	\$12,000,000

Boston**Tremont Street, Phase One****601274**

Reconstruct Tremont Street from Court Street to Boylston Street.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$1,747,200
State Funds:	\$436,800
Total Funds:	\$2,184,000

Boston**Chelsea Street Bridge, Year Five****604517**

Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.

Funding Program: Major Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$10,000,000
State Funds:	\$2,500,000
Total Funds:	\$12,500,000

Boston**Tremont Street, Phase One****601274**

Reconstruct Tremont Street from Court Street to Boylston Street.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterials and Intersections

Federal Funds:	\$1,164,800
State Funds:	\$291,200
Total Funds:	\$1,456,000

Boston**Massachusetts Avenue****600636**

Reconstruct Massachusetts Avenue from Westland Avenue to Albany Street. Funds for this project include \$7,854,994 in Surface Transportation Program funds, \$2,500,000 in Congestion Mitigation and Air Quality Improvement funds and High-Priority Project funds in the amount of \$2,657,501 in fiscal year 2008 and \$669,900 in fiscal year 2009.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$669,900
State Funds:	\$167,475
Total Funds:	\$837,375

Chapter 3

2009

Boston

American Legion Highway Bridge

600944

Reconstruct the American Legion Highway Bridge (B-16-217) over Route 203 (Morton Street).

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$2,400,000
State Funds:	\$600,000
Total Funds:	\$3,000,000

Boston

Longwood Avenue/Urban Ring Tunnel Study

Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Transit Expansion

Federal Funds:	\$78,300
State Funds:	\$19,575
Total Funds:	\$97,875

Boston

National Park Traveler Information System & Visitor Center

Provide funds for the National Park Traveler Information System & Visitor Center in Boston.

Funding Program: High-Priority Project (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Enhancement

Federal Funds:	\$1,218,000
Other Funds:	\$0
Total Funds:	\$1,218,000

Boston & Everett

Route 99 (Alford Street) Bridge, Year Five

603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$6,400,000
State Funds:	\$1,600,000
Total Funds:	\$8,000,000

Boston Region

Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$520,000
Local Funds:	\$130,000
Total Funds:	\$650,000

Chapter 3

2009

Boston Region

Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$200,000
Local Funds:	\$50,000
Total Funds:	\$250,000

Boston Region

Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status:
TIP Category:

Federal Funds:	\$520,000
Local Funds:	\$130,000
Total Funds:	\$650,000

Bus

Arborway Maintenance Facility

MBTA

Design and construct a permanent bus maintenance and storage facility.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$39,348,072
MBTA Funds:	\$9,837,018
Total Funds:	\$49,185,090

Bus

Zero Series Bus Replacement

MBTA

Purchase replacement vehicles for the Zero Series buses.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$4,093,746
MBTA Funds:	\$1,023,436
Total Funds:	\$5,117,182

Bus

Local Intra-Framingham Transit System

MBTA

Provide funds for the local intra-Framingham transit system enhancements.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Transit Service Enhancement

Federal Funds:	\$406,296
Local Funds:	\$101,574
Total Funds:	\$507,870

Chapter 3

2009

Canton, Randolph & Westwood

Route 128 Improvement Contract 4, Year Three

087800

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$9,651,200
State Funds:	\$2,412,800
Total Funds:	\$12,064,000

Cape Ann

Cape Ann Transportation Authority

CATA

Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$344,568
State Funds:	\$86,142
Total Funds:	\$430,710

Commuter Rail

Columbia Junction

MBTA

Project involves design and installation of Red Line signal system upgrades at Columbia Junction including replacement of switches, cables and track modules. This project provides significant service reliability improvements for Red Line operation. Line signal system upgrades at Columbia Junction including replacement of switches, cables and track modules.
significant service reliability improvements for Red Line operation.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit Expansion

Federal Funds:	\$12,000,000
MBTA Funds:	\$3,000,000
Total Funds:	\$15,000,000

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 2

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$3,120,000
State Funds:	\$780,000
Total Funds:	\$3,900,000

Chapter 3

2009

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 1

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$3,536,000
State Funds:	\$884,000
Total Funds:	\$4,420,000

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Four

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$6,739,200
State Funds:	\$1,684,800
Total Funds:	\$8,424,000

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Three

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Bridge

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

Dedham, Needham & Westwood

Route 128 Contract 3, Year Four

603162

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$4,480,000
State Funds:	\$1,120,000
Total Funds:	\$5,600,000

Chapter 3

2009

Foxborough, Norfolk & Wrentham

Route 115 (Pond/Pine Street)

602496

Reconstruct Route 115 (Pond and Pine Streets) from Needham Street in Norfolk to Route 140 in Foxborough.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$4,576,000
State Funds:	\$1,144,000
Total Funds:	\$5,720,000

Framingham

Fountain Street Bridge

604013

Replace the Fountain Street Bridge (F-07-016) over MBTA/CSX tracks.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$2,400,000
State Funds:	\$600,000
Total Funds:	\$3,000,000

Framingham

Central Street Bridge

602839

Replace the Central Street Bridge (F-7-9) over the Sudbury River.

Funding Program: Non-Federal Aid
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$0
State Funds:	\$1,800,000
Total Funds:	\$1,800,000

Hudson

Houghton Street Bridge

604006

Replace Houghton Street Bridge (H-25-004) over the Assabet River.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$2,033,058
State Funds:	\$508,264
Total Funds:	\$2,541,322

Hudson & Stow

Assabet River Rail Trail (Design)

604531

For the purposes of design and acquisition.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$261,000
State Funds:	\$65,250
Total Funds:	\$326,250

Chapter 3

2009

Ipswich

Route 1A (High Street) Bridge

602543

Replace the Route 1A (High Street) Bridge (I-1-7) over the MBTA and the B&M Railroad.

Funding Program: Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$7,450,487
State Funds:	\$1,862,622
Total Funds:	\$9,313,109

Lynn & Saugus

Route 107 (Fox Hill) Bridge, Year Four

026710

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$7,400,000
State Funds:	\$1,600,000
Total Funds:	\$8,000,000

Marlborough, Hudson & Berlin

Interstate 495

Fund repitching of breakdown lane and structural overlay on Interstate 495.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$7,822,692
State Funds:	\$869,188
Total Funds:	\$8,691,880

Milford

Upper Charles Trail Phase 2

604530

Construct the Upper Charles Trail Phase 2.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Exempt
TIP Category: Bicycle and Pedestrian

Federal Funds:	\$3,280,000
State Funds:	\$820,000
Total Funds:	\$4,264,000

Needham & Wellesley

Route 128 Improvement Program Contract 5, Year One

603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Major Bridge
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$4,864,000
State Funds:	\$1,216,000
Total Funds:	\$6,080,000

Chapter 3

2009

Quincy Quincy Center Concourse, Phase 2 601947

Construct the “East Side Link” of the Quincy Center Concourse. This project includes the construction of a roadway link between the “West Side Link” (Phase 1 of the project) and Mechanic Street, and Revere Road. When complete, the city will abandon the existing length of Revere Road between Mechanic Street and Hancock Street.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status:
TIP Category: Arterial and Intersection

Federal Funds:	\$6,000,000
State Funds:	\$1,500,000
Total Funds:	\$7,500,000

Red Line Red Line Number 2 Car MBTA

Upgrade and overhaul the Number 2 vehicles. This program will maintain critical components in a state of good repair to ensure that the vehicle fulfills its useful life.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$22,780,789
MBTA Funds:	\$5,695,197
Total Funds:	\$28,475,986

Salem Route 1A (Bridge Street) 601017

Reconstruct Route 1A (Bridge Street) from the Veterans' Memorial Bridge to Washington Street.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$5,491,200
State Funds:	\$1,372,800
Total Funds:	\$6,864,000

Somerville Somerville Community Bicycle Path 604331

Bike/Ped path in Somerville, phase 1

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$2,022,624
State Funds:	\$505,656
Total Funds:	\$2,528,280

Somerville Somerville Community Bicycle Path 604331

Bike/Ped path in Somerville, phase 1

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Exempt
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$156,600
State Funds:	\$39,150
Total Funds:	\$195,750

Chapter 3

2009

Somerville

Somerville Community Path, Phase One

604331

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street.

Funding Program:	Congestion Mitigation and Air Quality Improvement	Federal Funds:	\$1,944,830
Air Quality Status:	Off-Model	State Funds:	\$486,208
TIP Category:	Bicycle/Pedestrian	Total Funds:	\$2,431,038

Somerville

Assembly Square Multimodal Access Improvements

Fund the construction of multimodal improvements at Assembly Square.

Funding Program:	High-Priority Projects (SAFETEA-LU)	Federal Funds:	\$870,000
Air Quality Status:	Off-Model	State Funds:	\$217,500
TIP Category:	Enhancement	Total Funds:	\$1,087,500

Somerville

I-93 Mystic Avenue Interchange (Design and Study)

600831

Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway).

Funding Program:	High-Priority Projects (SAFETEA-LU)	Federal Funds:	\$69,600
Air Quality Status:	Model	State Funds:	\$17,400
TIP Category:	Arterials and Intersections	Total Funds:	\$87,000

Somerville

Union Square

Fund a study of Union Square in Somerville.

Funding Program:	High-Priority Projects (SAFETEA-LU)	Federal Funds:	\$69,600
Air Quality Status:	Exempt	State Funds:	\$17,400
TIP Category:	Enhancement	Total Funds:	\$87,000

Somerville

Somerville Community Path, Phase One

604331

Construct Phase One of the Somerville Community Path from Cedar Street to Central Street.

Funding Program:	High-Priority Projects (SAFETEA-LU)	Federal Funds:	\$621,234
Air Quality Status:	Off-Model	State Funds:	\$155,309
TIP Category:	Bicycle/Pedestrian	Total Funds:	\$776,543

Systemwide**Grant Anticipation Notes (GANs) Program****MBTA**

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 emission-controlled diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor project, Phase One, will make improvements to the existing infrastructure of the Fairmount commuter rail line. These improvements include the rehabilitation of two stations (Morton Street and Uphams Corner), construction of new interlocking, upgrading of the existing signal system, and rehabilitation and/or replacement of bridges along the corridor.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Model (Fairmount), Off-Model (ECD Buses)
 TIP Category: Transit State of Good Repair

Federal Funds:	\$19,985,000
MBTA Funds:	\$4,996,250
Total Funds:	\$24,981,250

Systemwide**MBTA Enhancement Program****MBTA**

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

Funding Program: Section 5307
 Air Quality Status: Exempt
 TIP Category: Transit Enhancement

Federal Funds:	\$951,382
MBTA Funds:	\$237,845
Total Funds:	\$1,189,227

Systemwide**Haverhill Line Improvements****MBTA**

Project in partnership with Northern New England Passenger Rail Authority of Maine to implement infrastructure upgrades along the rail corridor including interlocking, signal, bridge and track improvements.

Funding Program: Section 5309
 Air Quality Status: Exempt
 TIP Category:

Federal Funds:	\$2,400,000
MBTA Funds:	\$600,000
Total Funds:	\$3,000,000

Chapter 3

2009

Systemwide

Power Improvements

MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$11,080,000
MBTA Funds:	\$2,770,000
Total Funds:	\$13,850,000

Systemwide

Job Access/Reverse Commute

MBTA

Fund programs to provide access to job centers through direct service or extensions of existing routes. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: Section 3037
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$1,502,650
MBTA Funds:	\$375,662
Total Funds:	\$1,878,312

Systemwide

MBTA Accessibility Program

MBTA

Make accessibility improvements to the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP).

The fiscal year 2006 funding allocation for the Section 5307 MBTA Accessibility Program is for: Kenmore Station, Arlington Station, Copley Station, Government Center Station, the E-Line surface stations.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit Service Enhancement-Accessibility

Federal Funds:	\$5,079,999
MBTA Funds:	\$1,270,000
Total Funds:	\$6,349,999

Systemwide

Commuter Rail Coach Overhaul

MBTA

The midlife overhaul of 75 bi-level Kawasaki coaches. To be included in this overhaul program are critical safety components such as trucks, brakes, couplers, draft gears, in addition to others such as air conditioning systems and toilets.

Funding Program: Section 5309
Air Quality Status:
TIP Category:

Federal Funds:	\$2,320,000
MBTA Funds:	\$580,000
Total Funds:	\$2,900,000

Systemwide

New Freedom

MBTA

Fund the design of accessibility improvements at MBTA non-key stations, including Science Park and Symphony. Subsequent allocation of these funds are to be determined by a competitive process.

Funding Program: New Freedom
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$1,292,406
MBTA Funds:	\$323,101
Total Funds:	\$1,615,507

Chapter 3

2009

Systemwide Elevator Replacement/Rehab MBTA

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$40,390,045

MBTA Funds: \$10,097,511

Total Funds: \$50,487,556

Systemwide Station Management Program MBTA

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

Funding Program: Section 5309 (carryover)

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$8,000,000

MBTA Funds: \$2,000,000

Total Funds: \$10,000,000

Systemwide Locomotive and Coach Procurement MBTA

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$14,400,000

MBTA Funds: \$3,600,000

Total Funds: \$18,000,000

Systemwide Kawasaki Coaches MBTA

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$22,780,789

MBTA Funds: \$5,695,197

Total Funds: \$28,475,986

Systemwide Preventative Maintenance MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds: \$8,000,000

MBTA Funds: \$2,000,000

Total Funds: \$10,000,000

Chapter 3

2009

Wakefield

Salem Street - Three Intersections

603311

The project consists of the installation of traffic signals at the intersections of Salem Street with Pleasure Island Road, Montrose Avenue, and the Route 128 northbound on/off Ramp. Roadway improvements will also be provided in the form of a reconstructed roadway and the installation of new signs and pavement markings, drainage improvements, and sidewalks with ADA accessible ramps.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterial and Intersection

Federal Funds:	\$1,580,800
State Funds:	\$395,200
Total Funds:	\$1,976,000

Weymouth

Route 18 (ROW)

601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

Funding Program: High-Priority Projects
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$1,440,000
State Funds:	\$360,000
Total Funds:	\$1,800,000

Weymouth

Route 18

601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$2,283,367
State Funds:	\$570,842
Total Funds:	\$2,854,209

Weymouth

Route 18

601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

Funding Program: High-Priority Projects
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$10,996,633
State Funds:	\$2,749,158
Total Funds:	\$13,745,791

Wilmington & Woburn

Interstate 93

Fund repitching of breakdown lane and structural overlay on Interstate 93.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$4,978,908
State Funds:	\$553,212
Total Funds:	\$5,532,120

Chapter 3

2010

Acton & Maynard

Assabet River Rail Trail

604531

Construct the Acton and Maynard sections of the Assabet Rail Trail from Main Street in South Acton to the Maynard/Stow border.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$3,798,579
State Funds:	\$949,645
Total Funds:	\$4,748,224

Bedford, Billerica & Burlington

Middlesex Turnpike Improvement Project, Phase Two

029492

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$5,840,000
State Funds:	\$1,460,000
Total Funds:	\$7,300,000

Bedford, Billerica & Burlington

Middlesex Turnpike Improvement Project, Phase Two

029492

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

Funding Program: High-Priority Projects (TEA-21)
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$640,000
State Funds:	\$160,000
Total Funds:	\$800,000

Boston

River Street Bridge

603443

Replace the River Street Bridge (B-16-167) over Amtrak and the MBTA.

Funding Program: Non Federal Aid
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	
State Funds:	\$20,131,000
Total Funds:	\$20,131,000

Boston

South Bay Harbor Trail (Construction)

604761

Construct the South Bay Harbor Trail from Ruggles Station to Boston Harbor in South Boston along the Fort Point Channel.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$3,331,328
State Funds:	\$832,832
Total Funds:	\$4,164,160

Chapter 3

2010

Boston

Chelsea Street Bridge, Year Five

604517

Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.

Funding Program: Major Bridge
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$13,200,000
State Funds:	\$3,300,000
Total Funds:	\$16,500,000

Boston & Everett

Route 99 (Alford Street) Bridge, Year Five

603370

Reconstruct the Route 99 (Alford Street) Bridge (B-16-29) over the Mystic River. This project was advertised for \$24 million in fiscal year 2005 under the Advanced Construction Program and will be funded over a four-year period with federal funds.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$4,000,000
State Funds:	\$1,000,000
Total Funds:	\$5,000,000

Boston Region

Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$520,000
State Funds:	\$130,000
Total Funds:	\$650,000

Boston Region

Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status:
TIP Category:

Federal Funds:	\$520,000
Local Funds:	\$130,000
Total Funds:	\$650,000

Boston Region

Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$200,000
State Funds:	\$50,000
Total Funds:	\$250,000

Chapter 3

2010

Bus	Zero Series Bus Replacement	MBTA
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Purchase replacement vehicles for the Zero Series buses.

Funding Program: Section 5307

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds:	\$15,040,000
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MBTA Funds:	\$3,760,000
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Total Funds:	\$18,800,000
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Bus	Arborway Maintenance Facility	MBTA
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Design and construct a permanent bus maintenance and storage facility.

Funding Program: Section 5307

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds:	\$45,908,072
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MBTA Funds:	\$11,477,018
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Total Funds:	\$57,385,090
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Canton, Randolph & Westwood	Route 128 Improvement Program Contract 6, Year Two	087800
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Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System

Air Quality Status: Model

TIP Category: Major Highway

Federal Funds:	\$7,982,400
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State Funds:	\$1,995,600
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Total Funds:	\$9,978,000
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Cape Ann	Cape Ann Transportation Authority	CATA
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Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307

Air Quality Status: Exempt

TIP Category: Transit State of Good Repair

Federal Funds:	\$344,568
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State Funds:	\$86,142
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Total Funds:	\$430,710
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Commuter Rail	Columbia Junction	MBTA
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Project involves design and installation of Red Line signal system upgrades at Columbia Junction including replacement of switches, cables and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309

Air Quality Status: Exempt

TIP Category: Transit Expansion

Federal Funds:	\$14,355,748
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MBTA Funds:	\$3,588,937
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Total Funds:	\$17,944,685
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Chapter 3

2010

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 2

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$10,400,000
State Funds:	\$2,600,000
Total Funds:	\$13,000,000

Dedham, Needham & Westwood

Route 128 Improvement Program Contract 4, Year Four

603206

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Bridge

Federal Funds:	\$8,000,000
State Funds:	\$2,000,000
Total Funds:	\$10,000,000

Everett

Route 99 (Broadway)

602382

Reconstruct Route 99 (Broadway) from Sweetser Circle to the Boston city line at the traffic signals.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$1,730,560
State Funds:	\$432,640
Total Funds:	\$2,163,200

Lynn & Saugus

Route 107 (Fox Hill) Bridge, Year Three

026710

Replace the Route 107 (Fox Hill) Bridge (L-18-16 and S-5-8) over the Saugus River.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Exempt
TIP Category: Bridge

Federal Funds:	\$3,400,000
State Funds:	\$850,000
Total Funds:	\$4,250,000

Chapter 3

2010

Needham & Wellesley Route 128 Improvement Program Contract 5, Year Two 603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge
Air Quality Status: Model
TIP Category: Bridge

Federal Funds:	\$3,200,000
State Funds:	\$800,000
Total Funds:	\$4,000,000

Needham & Wellesley Route 128 Improvement Program Contract 5, Year One 603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: National Highway System
Air Quality Status: Model
TIP Category: Major Highway

Federal Funds:	\$4,554,952
State Funds:	\$1,138,738
Total Funds:	\$5,693,690

Somerville Assembly Square Multimodal Access Improvements

Fund the construction of multimodal improvements at Assembly Square.

Funding Program: High-Priority Projects (SAFETEA-LU)
Air Quality Status: Off-Model
TIP Category: Enhancement

Federal Funds:	\$870,000
State Funds:	\$217,500
Total Funds:	\$1,087,500

Stoneham, Winchester & Reading Interstate 93

Fund repitching of breakdown lane and structural overlay on Interstate 93.

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Major Highway

Federal Funds:	\$7,772,400
State Funds:	\$863,600
Total Funds:	\$8,636,000

Systemwide Power Improvements MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$12,000,000
MBTA Funds:	\$3,000,000
Total Funds:	\$15,000,000

Systemwide**Station Management Program****MBTA**

Install an automated, advanced fare-collection system, Hub Station Management Centers, and a Wide-Area Network for the regional public transportation system, consistent with the MBTA's Capital Investment Program (CIP). Approximately \$151.9 million is programmed for the Station Management Program in the fiscal years 2006–2010 TIP.

Funding Program: Section 5309 (carryover)
 Air Quality Status: Exempt
 TIP Category: Transit State of Good Repair

Federal Funds:	\$1,600,000
MBTA Funds:	\$6,400,000
Total Funds:	\$8,000,000

Systemwide**Elevator Replacement/Rehab****MBTA**

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307
 Air Quality Status: Exempt
 TIP Category: Transit State of Good Repair

Federal Funds:	\$37,079,999
MBTA Funds:	\$9,270,000
Total Funds:	\$46,349,999

Systemwide**Grant Anticipation Notes (GANs) Program****MBTA**

This program will fund the procurement of 175 Emission Control Diesel Buses and capital improvements to the Fairmount Corridor. This effort will be funded by a total of \$119.3 million from fiscal year 2006 to fiscal year 2011.

The funds programmed here are for the reimbursement of principal and interest on GANs with Section 5307 funds for the purchase of 175 emission-controlled diesel buses and the Fairmount Corridor Improvement Project, Phase One. The Fairmount corridor project, Phase One, will make improvements to the existing infrastructure of the Fairmount commuter rail line. These improvements include the rehabilitation of two stations (Morton Street and Uphams Corner), construction of new interlocking, upgrading of the existing signal system, and rehabilitation and/or replacement of bridges along the corridor.

These funding allocations are based upon the best information available as of June 29, 2006. The actual amount of funding requested for projects under this program will be determined by the MBTA as part of its request for the award of funds from the Federal Transit Administration.

Funding Program: Section 5307
 Air Quality Status: Model (Fairmount), Off-Model (ECD Buses)
 TIP Category: Transit State of Good Repair

Federal Funds:	\$14,400,000
MBTA Funds:	\$3,600,000
Total Funds:	\$18,000,000

Chapter 3

2010

Systemwide

MBTA Enhancement Program

MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$951,382
MBTA Funds:	\$237,845
Total Funds:	\$1,189,227

Systemwide

Preventative Maintenance

MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

Systemwide

Kawasaki Coaches

MBTA

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$25,600,000
MBTA Funds:	\$6,400,000
Total Funds:	\$32,000,000

Systemwide

Locomotive and Coach Procurement

MBTA

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

Waltham

Resurfacing I-95

604710

Interstate resurfacing on I-95 in Waltham

Funding Program: Interstate Maintenance
Air Quality Status: Exempt
TIP Category: Interstate Maintenance

Federal Funds:	\$6,795,135
State Funds:	\$755,015
Total Funds:	\$7,550,150

Chapter 3

2010

Weymouth

Route 53 (Washington Street)/Middle Street

114906

Improvements to the traffic signal at Route 53/Middle Street and a new signal installation at the intersection of Winter and Middle Streets.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Arterial and Intersection

Federal Funds:	\$1,514,240
State Funds:	\$378,560
Total Funds:	\$1,892,800

Weymouth

Route 18

601630

Widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington. The Boston Region MPO federal-aid portion of the project is \$11.2 million.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$6,160,000
State Funds:	\$1,540,000
Total Funds:	\$7,700,000

Chapter 3

2011

Acton, Carlisle, Westford, Bruce Freeman Memorial Bicycle Path Concord & Sudbury

Construct Bruce Freeman Trail Phase Two from Westford to South Sudbury along the Lowell secondary track right-of-way owned by the Commonwealth of Massachusetts.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$2,400,000
State Funds:	\$600,000
Total Funds:	\$3,000,000

Bedford, Billerica & Middlesex Turnpike Improvement Project, Phase Two 029492 Burlington

Widen the Middlesex Turnpike from the Burlington town line to Manning Road in Billerica. The project also includes the reconfiguration of various intersections. Funds for this project include \$7,300,000 in Surface Transportation Program funds and \$640,000 in federal High-Priority Project funds.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$9,600,000
State Funds:	\$2,400,000
Total Funds:	\$12,000,000

Boston Region Regional Transportation Demand Management Program

Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation Demand Management (TDM) projects.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$200,000
State Funds:	\$50,000
Total Funds:	\$250,000

Boston Region Improving the Region's Bicycle Parking Infrastructure Program

Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status:
TIP Category:

Federal Funds:	\$520,000
Local Funds:	\$130,000
Total Funds:	\$650,000

Boston Region Suburban Mobility Improvement Program

Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb-to-suburb and reverse commuting), employer-based van/carpool services, flexible-route shuttle services, and similar programs.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Regional Mobility

Federal Funds:	\$520,000
State Funds:	\$130,000
Total Funds:	\$650,000

Chapter 3

2011

Cape Ann

Cape Ann Transportation Authority

CATA

Provide funding for the capital and/or preventative maintenance costs of the Cape Ann Transportation Authority.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$344,568
State Funds:	\$86,142
Total Funds:	\$430,710

Commuter Rail

Columbia Junction

MBTA

Project involves design and installation of Red Line signal system upgrades at Columbia Junction including replacement of switches, cables and track modules. This project provides significant service reliability improvements for Red Line operation.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit Expansion

Federal Funds:	\$24,044,252
MBTA Funds:	\$6,011,063
Total Funds:	\$30,055,315

Concord & Lincoln

Route 2 (Crosby's Corner), Phase 1

602984

Make safety and operations improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike, and Route 2A/Concord Turnpike) from Bedford Road in Lincoln to Route 126 in Concord. This project includes construction of a bridge to separate Route 2 over the other routes and construction of neighborhood service roads parallel to Route 2. The project starts at the Bedford Road intersection in the town of Lincoln and extends to the intersection of Route 126 with Route 2 in the Town of Concord. This project has been phased. For 2009, \$4,250,000 in Surface Transportation Program funds and \$4,250,000 in Congestion Mitigation and Air Quality funds have been programmed; for 2010, \$8,200,000 in surface transportation program funds have been programmed; and for 2011, \$15,800,000 in Surface Transportation Program funds have been programmed.

Funding Program: Surface Transportation Program
Air Quality Status: Model
TIP Category: Arterial and Intersection

Federal Funds:	\$8,208,000
State Funds:	\$2,052,000
Total Funds:	\$10,260,000

Needham & Wellesley

Route 128 Improvement Program Contract 5, Year One

603711

Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.

Funding Program: Bridge (Advance Construction)
Air Quality Status: Model
TIP Category: Bridge

Federal Funds:	\$11,413,760
State Funds:	\$2,853,440
Total Funds:	\$14,267,200

Chapter 3

2011

Somerville Beacon Street 601820

Reconstruct Beacon Street from Oxford Street to the Cambridge city line. The High-Priority Project federal portion of this project is \$2,309,753 and the Surface Transportation Program portion is \$1,012,809. The total cost of the project is \$3.9 million.

Funding Program: Surface Transportation Program
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$810,247
State Funds:	\$202,562
Total Funds:	\$1,012,809

Somerville Beacon Street 601820

Reconstruct Beacon Street from Oxford Street to the Cambridge city line. The High-Priority Project federal portion of this project is \$2,309,753 and the Surface Transportation Program portion is \$1,012,809. The total cost of the project is \$3.9 million.

Funding Program: High-Priority Projects (TEA-21)
Air Quality Status: Exempt
TIP Category: Arterial and Intersection

Federal Funds:	\$2,309,753
State Funds:	\$577,438
Total Funds:	\$2,887,191

Stoneham, Woburn & Winchester Tri-Community Bikeway (Construction) 604652

Construct a 5.7-mile bicycle facility in Stoneham, Winchester, and Woburn.

Funding Program: Congestion Mitigation and Air Quality Improvement
Air Quality Status: Off-Model
TIP Category: Bicycle/Pedestrian

Federal Funds:	\$3,520,000
State Funds:	\$880,000
Total Funds:	

Systemwide MBTA Enhancement Program MBTA

Funds programmed for this project will be used for bus shelters, the systemwide ITS program, rapid transit signage, transit security, and bike racks.

A systems engineering process will be applied to the ITS components of this program to ensure consistency with the Regional ITS Architecture Plan for Metropolitan Boston as defined in the FTA National ITS Policy. Applicable ITS standards will be applied during the procurement/implementation stages of this program.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit Enhancement

Federal Funds:	\$951,382
MBTA Funds:	\$237,845
Total Funds:	\$1,189,227

Chapter 3

2011

Systemwide

Preventative Maintenance

MBTA

The funding allocation for the MBTA Preventative Maintenance program for fiscal year 2008 totals \$10 million. Funds will be used to maintain existing MBTA infrastructure and rolling stock among various modes.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$8,000,000
MBTA Funds:	\$2,000,000
Total Funds:	\$10,000,000

Systemwide

Kawasaki Coaches

MBTA

Fund the engineering and rehabilitation of 75 Kawasaki bi-level coaches.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$4,800,000
MBTA Funds:	\$1,200,000
Total Funds:	\$6,000,000

Systemwide

Locomotive and Coach Procurement

MBTA

Fund the engineering and procurement of new commuter rail locomotives and coaches.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$29,660,636
MBTA Funds:	\$7,415,159
Total Funds:	\$37,075,795

Systemwide

Power Improvements

MBTA

Project will upgrade power systems on the Highland Branch D of the Green Line and the Mattapan High Speed Line.

Funding Program: Section 5309
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$13,660,736
MBTA Funds:	\$3,415,184
Total Funds:	\$17,075,920

Systemwide

Elevator Replacement/Rehab

MBTA

Provide funding for replacement and redundant elevators throughout the MBTA subway system.

Funding Program: Section 5307
Air Quality Status: Exempt
TIP Category: Transit State of Good Repair

Federal Funds:	\$32,000,000
MBTA Funds:	\$8,000,000
Total Funds:	\$40,000,000

Chapter 4

Determination of Air Quality Conformity

INTRODUCTION

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment areas to perform air quality conformity determinations prior to the approval of Transportation Plans and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

This chapter presents information and analyses for the air quality conformity determination of the 2008–2011 TIP, as required by federal regulations (40 CFR Part 93) and the Massachusetts conformity regulations (310 CMR 60.03). It also presents the regulatory framework, conformity requirements, planning assumptions, mobile-source emissions budgets, and conformity consultation procedures related to the determination.

Legislative Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The one-hour ozone standard is 0.12 parts per million, averaged at each monitor over one hour and not to be exceeded more than once per year. Hourly values are determined by readings recorded at air quality monitors located throughout the state. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire Commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, but it was separated into two nonattainment areas, Eastern Massachusetts and Western Massachusetts.

The Eastern Massachusetts nonattainment area includes all of Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. With this nonattainment classification, the CAAA requires the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation, to achieve attainment of the eight-hour ozone standard by 2009.

In addition, on April 1, 1996, the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as being in attainment for carbon monoxide (CO). As part of the TIP, an air quality conformity analysis must still be completed for these communities, as they have a carbon monoxide maintenance plan approved as part of the SIP. The 2010 CO motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of CO per winter day.

As of April 22, 2002, the community of Waltham was redesignated as being in attainment for CO, with an EPA-approved limited-maintenance plan. In areas with approved limited-maintenance plans, federal actions requiring conformity determinations under the transportation conformity rule are considered to satisfy the “budget test” (as budgets are treated as not constraining in these areas for the length of the initial maintenance period). Any requirements for future “project-level” conformity determinations for projects located within this community will continue to use a “hot-spot” analysis to ensure that any new transportation projects in this CO attainment area do not cause or contribute to CO nonattainment.

On September 6, 2002, the Massachusetts Department of Environmental Protection (DEP) submitted to the EPA a revision of the Massachusetts SIP that included a revised one-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2007 mobile-source emission budget for VOC and NO_x emissions in the Eastern Massachusetts ozone nonattainment area. The EPA found the one-hour budget adequate for conformity purposes on December 6, 2002. With the adoption of the new eight-hour ozone standard, DEP is required to submit an eight-hour budget for attainment of this new standard by 2007. However, a conformity determination is required to be performed on this TIP. Therefore, the EPA determined that the Boston Region MPO must show conformity with the one-hour budget adopted in December 2002. The Boston Region MPO is using the one-hour budget for this conformity determination.

Conformity Regulations

Designated MPOs are required to perform conformity determinations by ozone nonattainment area for their Transportation Plans and TIPs. Section 176 of the CAAA defines conformity to a SIP to mean conformity to the SIP’s purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Boston Region MPO must certify with regard to the activities outlined in the Transportation Plan (or “Plan”) and TIP that:

- None will cause or contribute to any new violation of any standard in any area.
- None will increase the frequency or severity of any existing violation of any standard in any area.
- None will delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The EPA issued final conformity regulations in the November 24, 1993, *Federal Register*, and DEP issued conformity regulations effective December 30, 1994. They set forth requirements for determining conformity of Transportation Plans, TIPs, and individual projects. The federal conformity regulations

were amended several times through May 2005. The components of the required conformity analysis are listed below and are explained in detail subsequently.

Conformity Determination Criteria

- Horizon year requirements
- Current planning assumptions
- Transit operating policy assumptions
- Emissions inventory assumptions
- Latest emission model
- Timely implementation of transportation control measures (TCMs)
- Consultation procedures
- Public participation procedures
- Financially consistency

*Procedures for Determining Regional Transportation Emissions**The Conformity Test*

- Consistency with emission budgets set forth in SIP
- Contributes to reductions in CO nonattainment areas

This conformity determination will show the consistency of the TIP with the 2007 mobile-source emission budget for VOCs and NO_x in the Eastern Massachusetts ozone nonattainment area and with the CO emission budget for the Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville maintenance area.

CONFORMITY DETERMINATION CRITERIA

This conformity determination has been prepared in accordance with 40 CFR Part 93, Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule. It shows that the TIP has been prepared following all the guidelines and requirements of the rule.

Horizon Year Requirements

The horizon years for regional model analysis have been established following 40 CFR 93.106(a) of the federal conformity regulations. The years for which emissions are calculated are shown below.

- 2000 – Milestone Year: This year is currently being used as the base year for calculation of emission reductions of VOCs and NO_x.
- 2007 – Milestone Year
- 2010 – Milestone Year: This year is used to show conformity with the ozone budget in Eastern Massachusetts and the CO budget in the Boston nonattainment area.
- 2020 – Analysis Year

- 2030 – Horizon Year: Last forecast year of the Plan.

Current Planning Assumptions

Section 93.110 of the federal conformity regulations outlines the requirements for the most recent planning assumptions that must be in place at the time of the conformity determination. Assumptions must be derived from current estimates and future projections of population, household, employment, travel, and congestion data developed by the MPO. Analysis for the Plan is based on U.S. census data and information obtained from the Metropolitan Area Planning Council (MAPC), MassHighway, and other sources. The following is a list of the sources of data used for model calibration in this analysis:

- **Population, households, and household size:** Summary File 1 Data for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Employment:** CTPS's Eastern Massachusetts Site-Level Employment Database for 2000, finalized in 2006.
- **Population, household, and employment forecasts:** Metropolitan Area Planning Council, eastern Massachusetts demographic forecasts, smart-growth scenario, completed in June 2006 and amended in November 2006.
- **Household income, resident workers, and vehicle ownership:** Summary File 3 data for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Household workers:** Census Transportation Planning Package Part 1 for Massachusetts from the 2000 U.S. Census of Population and Housing.
- **Traffic volumes:** Massachusetts Highway Department, 2003 Traffic Volumes for the Commonwealth of Massachusetts (contains data from 1992–2003), June 2004. Additional traffic counts taken by MassHighway and the Central Transportation Planning Staff (CTPS).
- **Project-level data:** Obtained from the responsible implementing agency.

Transit Operating Policy Assumptions

The transit service assumptions used in ridership modeling for this analysis were based on MBTA service in the spring of 2000. The model calibration was performed using the following:

- *Ridership and Service Statistics*, 8th edition, MBTA, 2002.
- The Central Artery/Third Harbor Tunnel Regional Transit Mitigation Program, as outlined in agreements between the Massachusetts DEP and Executive Office of Transportation and Public Works (EOTPW).

The operating policies and assumed transit ridership have not changed since the conformity

determination prepared for the JOURNEY TO 2030 Regional Transportation Plan in April 2007.

Emission Inventory Assumptions

For the TIP, conformity is determined in relation to the SIP mobile-source emission budgets that were approved in December 2002 for VOCs and NO_x. The VOC mobile-source emission budget for 2007 for the Eastern Massachusetts ozone nonattainment area has been set at 86.7 tons per summer day, and the 2007 mobile-source budget for NO_x is 226.363 tons per summer day.

The Boston Region MPO area's VOC and NO_x emissions are included with those in the following MPO regions to show conformity with the SIP in the Eastern Massachusetts ozone nonattainment area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

CO emission projections have been set for the nine cities in the Boston area classified as being in attainment for CO. An emission attainment inventory for CO of 501.53 tons per winter day was established for all sources of CO emissions (mobile, industrial, and all other sources) for the redesignation year 1993. Of that 501.53 tons, 305.43 tons per winter day was allocated for mobile sources. In addition to the attainment year inventory, the EPA required that emission projections for every five years through 2010 be developed for all sources to ensure that the combination of all CO emissions will not exceed the 501.53 tons per winter day maximum allowance in the future. The mobile-source emission projection of 228.33 tons per winter day has been set for 2010. Emissions from the nine towns in the Boston area may not exceed the amount in the last year of the maintenance plan (2010).

EOTPW's Office of Transportation Planning estimated the results for all of the MPOs in the Eastern Massachusetts ozone nonattainment area using a statewide travel demand model (the Boston Region MPO model results were included as the latest planning assumptions for the conformity analysis). The air quality analysis has been finalized for all of the MPOs, and EOTPW has made the final conformity determination for this ozone nonattainment area.

Latest Emission Model

Emission factors used for calculating emission changes were determined using MOBILE 6.2, the model used by DEP in determining the mobile-source budget. Emission factors for motor vehicles are specific to each model year, pollutant type, temperature, and travel speeds. MOBILE 6.2 requires a wide range of input parameters, including inspection and maintenance program information and other data such as anti-tampering rates, hot/cold start mix, emission failure rates, vehicle fleet mix, and fleet age distribution.

* These regions are considered to be MPOs for planning purposes

The input variables used in this conformity determination were received from DEP. The inputs used for the 2000 base year were the same as those used in determining the latest emissions inventory for the Commonwealth of Massachusetts. The inputs used for the years 2007 through 2030 were also received from DEP and include information on programs that were submitted to the EPA as the strategy for the Commonwealth to attain ambient air quality standards.

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) were required in the SIP in revisions submitted to the EPA in 1979 and 1982 and those submitted as part of the Central Artery/Tunnel project. The TCMs included in the 1979 and 1982 submissions were accomplished through construction or through implementation of ongoing programs. The only exceptions are the bus immersion-heater program, the Newton Rider bus service, the private bus insurance discount concept, and the pedestrian malls in Lynn, Cambridge, and Needham. Other services have been substituted for these TCMs. These projects were all included in past Boston Region MPO Transportation Plans and TIPs.

TCMs were also submitted as a SIP commitment as part of the Central Artery/Tunnel project mitigation. The status of these projects has been updated using the Administrative Consent Order (ACO) signed by EOTPW and the Executive Office of Environmental Affairs (EOEA) in September 2000 and January 2005, and the Project Update and Schedule, which was submitted by the MBTA to DEP in May 2007. All of the projects are in the Plan as completed projects. They include:

- Southeast Expressway High-Occupancy-Vehicle (HOV) Lane
- HOV Lane on I-93 to Mystic Avenue
- 20,000 New Park-and-Ride Spaces
- Ipswich Commuter Rail Extension to Newburyport
- Old Colony Commuter Rail Extension
- Framingham Commuter Rail Extension to Worcester
- South Boston Piers Transitway

Reevaluation Process of SIP TCMs

The September 2000 ACO reconciled and adjusted dates of completion for all projects required as mitigation for the Central Artery/Tunnel project that had not been completed at that time. The conformity determination of this TIP includes all projects that are part of the ACO. The two transit TCM SIP commitment projects in the ACO that were not completed on schedule are the Greenbush Line of the Old Colony commuter rail service and the Arborway restoration project. Interim substitute projects were submitted to DEP for these projects and are included in this conformity determination.

An amended ACO was signed in January 2005 by the Executive Office of Transportation and the Department of Environmental Protection in meeting public transit commitments that are part of mitigation measures for the Central Artery/Tunnel project. It outlines revised schedules, mitigation measures, a supplemental environmental project, and financial penalties to address violations. All projects included in both ACOs are included in this TIP and conformity determination.

As outlined in the ACOs, several SIP TCM commitments are outstanding. The Office for Commonwealth Development (OCD), EOTPW, and DEP were interested in reevaluating the

uncompleted projects to ensure that any further transportation investments fund the best regionally significant projects that meet air quality goals and requirements. Transportation planning and decision-making have changed significantly since adoption of the original Central Artery/Tunnel SIP commitments. The agencies embarked upon a reevaluation process for three projects: Green Line Arborway Restoration, Red Line–Blue Line Connector, and Green Line Extension to Ball Square/Tufts University.

In 2003, the MBTA completed a new Program for Mass Transportation (PMT). The PMT is the MBTA's long-range planning document and the foundation for transit capital planning in eastern Massachusetts. The 2003 PMT prioritized projects within modes and by investment category. It expanded on the evaluation criteria that were used in previous PMTs and determined overall project ratings based on factors such as utilization, mobility, cost-effectiveness, air quality, service quality, economic and land use impacts, and environmental justice. The PMT rated the Arborway Restoration, Red Line–Blue Line Connector, and Green Line to Ball Square/Tufts University projects as medium-priority rapid transit expansions. The PMT ratings suggested that these projects may no longer be the best investments for the region.

The MPO used the PMT ratings to select transit projects for its Transportation Plan. Despite the medium rating of the three projects in question within the PMT, the MPO did prioritize funding for them because they are SIP commitments, and the Commonwealth is required to show timely implementation of the TCMs.

EOTPW and the Boston Region MPO both place a significant emphasis on objective criteria, and this focus has been reflected in the transportation decision-making process. In 2003, EOTPW developed objective criteria and presented them to the Commonwealth's MPOs and the general public. The Boston Region MPO had already begun work on objective criteria, and its criteria were similar to those developed for statewide use. The MPO applied the objective criteria to its 2005–2009, 2006–2010, 2007–2010, and 2008–2011 TIPs. The use of objective selection criteria for programming funds is an important change within the Commonwealth. The state, along with its MPOs, has adopted a more rational, transparent approach to project prioritization.

For these reasons, OCD, EOTPW, and DEP, along with other partners, began the process of reexamining the Red Line–Blue Line Connector, Green Line Extension to Ball Square/Tufts University, and Arborway Restoration projects. OCD, EOTPW, and DEP recognized the importance of this effort, since the timely implementation of TCMs is critical to the Commonwealth's achieving federal air quality conformity and its own air quality goals.

Correspondence between EOTPW and DEP has been ongoing since 2003. On December 8, 2003, DEP's then Commissioner Golledge sent a letter to EOTPW's then Secretary Grabauskas notifying EOTPW that there are areas of noncompliance with the ACO and requesting a meeting between the two agencies. The agencies met, and on January 22, 2004, Commissioner Golledge sent a follow-up letter reasserting the need for the agencies to work together to address outstanding issues. He stated that a process needed to be established to involve and solicit input from the public.

At the May 18, 2004, Central Artery/Tunnel Project Environmental Oversight Committee meeting, Commissioner Golledge said there was a need to revisit the mitigation projects. He stated that this would

be done in a public, open, and transparent manner. If there were to be any changes, the overall goal would be to ensure that the air quality benefits are equal to those of the existing mitigation projects. Mobility, ridership, service quality, environmental justice, land use, and economic development would also be considered. EOTPW developed a process in consultation with DEP and included input from the public to determine if the existing mitigation projects were the projects that would provide the best air quality benefits to the public. The Boston Region MPO was involved in that process.

On September 2, 2004, EOTPW submitted the Transit Commitments 2004 Project Schedule and Project Update to EOEPA. In the cover letter transmitting the report, EOTPW stated its recognition of the air quality benefits of the transit commitments and its dedication to providing equal or greater benefits if any changes were made to the existing list of projects. It outlined its intention to conduct a comprehensive public involvement process and to work cooperatively with concerned MPOs should any changes to the SIP be necessary. In the letter, EOTPW asked DEP to confirm the air quality benefits to be derived from the remaining projects. The confirmation allowed EOTPW to begin an open and transparent process for developing a possible new set of projects, or even a single new project, to attain the air quality benefits of the transit commitments.

On October 26, 2004, Commissioner Gollidge responded by calling for a joint public meeting on the remaining transit commitments. He also agreed with the estimates of emission reductions that were included in the September 2, 2004, letter.

On November 10, 2004, EOTPW submitted a summary of the reasoning that prompted the revisiting of the SIP commitments to FHWA, FTA, and DEP. A six-step process began in December 2004, with an estimated completion date, at that time, of December 2005.

The first step of the process included initial outreach and air quality goal setting. This process began with a public meeting, sponsored by EOTPW and DEP, held on December 14, 2004, at the Gardner Auditorium, located in the State House. Two additional public meetings were scheduled because a number of people commented that many could not attend on December 14 because the meeting was held during the day. Public meetings were held in Jamaica Plain and Somerville subsequently.

DEP reviewed the public comments and provided an air quality budget in a letter to EOTPW dated March 25, 2005, that quantified the air quality benefits needed to complete the Commonwealth's remaining obligations to the SIP. Commissioner Gollidge established the air quality benefits associated with the three projects being reevaluated with an overall upward adjustment of 10 percent.

EOTPW and the Boston Region MPO completed step two of the process, the evaluation of the original and alternative SIP TCM projects. This step involved examining the high-priority transit projects included in the PMT and all outstanding SIP transit commitments in the Boston Region MPO area and using the state's objective criteria to determine the most important regional projects. EOTPW presented its preferred alternative to the three projects to DEP in a letter dated May 18, 2005, and to the Boston Region MPO in meetings on May 26, 2005, and June 14, 2005. The preferred alternative consists of:

- Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square
- Fairmount Line Improvements
- 1,000 Additional Park-and-Ride Spaces in the Boston Region

The MPO posted this information on its Web site and scheduled a public meeting to hear comments concerning these changes on June 22, 2005. On July 19, 2005, the MPO sent EOTPW a letter detailing the outcome of EOTPW's consultation with the MPO on the reevaluation process.

EOTPW and DEP proposed a SIP revision of regulatory changes. DEP agreed to consider regulatory changes, after EOTPW reevaluated the remaining SIP commitments. The primary reason for these changes is the infeasibility thresholds of engineering, environment, and economics. EOTPW submitted the SIP substitutions along with suggested regulatory changes required to implement the projects, in a letter from then EOTPW Secretary Cogliano to Commissioner Gollidge on August 10, 2005.

DEP published a notice of public hearing on the proposed amendments to 310 CMR 7.36. The public hearing took place on December 21, 2005. The comment period closed on January 17, 2006. DEP reviewed over 500 written comments that were received and discussed them with the state agencies. The final draft of the revised regulation was reviewed by EOEA and submitted to the Executive Office of Administration and Finance (A&F). It was approved by A&F, filed with the Secretary of State, and published in the *Massachusetts Register*, effective December 1, 2006. DEP submitted the revised regulation to EPA on December 15, 2006, for their review. EPA is currently in its review process of DEP's SIP submission.

The following is a status report on the two projects that have not been completed on schedule and on those required to be completed in the future.

Old Colony/Greenbush Commuter Rail

Schedule: The original completion date for the Greenbush Line, as set forth in the SIP, was December 31, 1996. An extension was granted to December 31, 1999. In November 2000, the MBTA provided DEP with a series of interim offsets for this project that will remain in effect until the Greenbush Line is in service. The MBTA is completing this project under a design-build approach. The MBTA Board of Directors awarded a design-build contract in February 2002, and a contract Notice to Proceed was issued in April 2002. In February 2003, the MBTA delayed the project by six months due to the fact that three major components had not been brought to a satisfactory resolution (real estate acquisitions, environmental permits, and mitigation agreements). In September 2003, the MBTA determined that sufficient progress had been made on these issues and lifted the delay of the project. Since that time, the contractor has moved forward with construction, addressing major early-action items. The MBTA completed the state and federal permitting for the entire right-of-way in January 2005. Regular progress is being made, and the MBTA anticipates running the service by the fall of 2007.

Funding Source: MBTA bond proceeds and PAYGO.

Arborway Restoration

Schedule: The MBTA filed documents in January 1999 with DEP indicating that the restoration of Green Line service on the Arborway was infeasible. In October 2001, after requesting further information, DEP determined that the project was feasible and directed the MBTA to complete the project. In a December 3, 2001, letter to DEP, the MBTA presented a schedule for designing and constructing the project with a concurrent community process. It provided anticipated dates for completion of design and completion of construction.

In subsequent meetings in 2002, DEP asked the MBTA to update its schedule. The MBTA identified a number of critical-path items that must be resolved before the MBTA can advance the design to a final stage or begin construction. These include:

- Completing the environmental review process
- Satisfactorily completing the community involvement process
- Addressing the City of Boston's public safety requirements

On March 18, 2003, the MBTA filed an expanded environmental notification form that laid out the methodology to study the environmental impacts of the project. On June 23, 2003, MEPA issued a certificate and a scope for the environmental impact report. As described in a February 13, 2003, letter to DEP from the MBTA, the MBTA believed that it is imprudent to commit to more specific milestones without successfully resolving the critical-path items first. It anticipated that many of these would be resolved as part of the environmental review process.

Since the 2003 correspondence, this project has been included as one of the projects that EOTPW is reevaluating. As discussed above, EOTPW presented its preferred alternative, which does not include this project. DEP accepted this change and made regulatory changes in order to implement the proposed project change. The proposed changes were forwarded to EPA, which is now reviewing this submission.

Funding Source: General Court.

Red Line–Blue Line Connector

Schedule: This project is required to be completed by December 31, 2011. The MBTA initiated a planning-level ridership-benefit study in 2003. This study examined user benefits of this project given the transit network improvements programmed and implemented since 1990, including the Silver Line and the Airport Intermodal Connector service. The analysis was completed in the spring of 2005.

This project has also been included as one of the projects that EOTPW is reevaluating as a SIP commitment. As discussed above, EOTPW presented its preferred alternative, which did not include this project. However, in DEP's submission to EPA for a proposed regulation change, EOTPW is required to complete only a final design of the Red Line–Blue Line Connector. This proposed change was forwarded to EPA, which is now reviewing the submission. EOTPW will be filing an expanded environmental notification form for this project in July 2007.

Funding Source: General Court.

Green Line Extension to Medford Hillside

Schedule: This project is required to be completed by December 31, 2011. The MBTA undertook a planning study that defined a set of alternatives for this project. Issues to be resolved at the planning level included routing options, environmental impact, methods of construction, and operational characteristics. These issues were addressed through a planning process managed by the MBTA with the participation of Medford and Somerville community representatives. A consultant was selected in March 2004 to conduct the Phase I alternatives analysis. The

alternatives analysis began in the spring of 2004 and was completed in 2005. The next planning phase of work is being managed and funded by EOTPW. It calls for conceptual design/engineering including an assessment of environmental impacts through a MEPA and/or potentially federal NEPA process should the project be made eligible for federal funding. Details of station siting, maintenance facility planning, parking supply, and terminus siting will be defined in this phase.

This project has also been included as one of the projects that EOTPW is reevaluating as a SIP commitment. As discussed above, EOTPW has presented its preferred alternative, and the enhanced Green Line extended beyond Lechmere to West Medford and Union Square was included in the preferred alternative. EOTPW will be starting the draft environmental impact report for this project, with preliminary engineering completed within 18 months once a consultant is under contract.

Funding Source: General Court.

Russia Wharf Ferry Terminal

Schedule: Funding of the Russia Wharf Ferry Terminal is the responsibility of the Massachusetts Turnpike Authority. Actual ferry service to the wharf was not included in the SIP requirement, and the Turnpike Authority is not responsible for providing that service. In May 2006, the Turnpike Authority requested a deferral of the construction of the facility from DEP and the Boston Conservation Commission pending the availability of ferry service. Various parties have been talking about providing service; however, none has been established at this time. The Boston Conservation Commission has approved this request. The Turnpike Authority is awaiting a response from DEP.

Funding Source: Massachusetts Turnpike Authority.

Consultation Procedures

The conformity regulations require the MPO to make a conformity determination according to consultation procedures set out in the state and federal regulations and to follow public involvement procedures established by the MPO under federal metropolitan transportation planning regulations.

Both the state and federal regulations require that the Boston Region MPO, EOTPW, MassHighway, DEP, EPA (Region 1), and FHWA (Region 1) consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessing project design factors for modeling
- Selection of inputs to the most recent EPA-approved emissions factor model
- Selection of CO hot-spot modeling procedures, as necessary
- Identification of regionally significant projects to be included in the regional emissions analysis
- Identification of projects that have changed in design and scope

- Identification of exempt projects
- Identification of exempt projects that should be treated as nonexempt because of adverse air quality impacts
- Identification of the latest planning assumptions and determination of consistency with SIP assumptions

These issues have all been addressed through consultation among the agencies listed above.

Public Participation Procedures

Title 23 CFR Sections 450.324 and 40 CFR 90.105(e) require that the development of the Transportation Plan, TIP, and related certification documents provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. An updated version of the Boston Region MPO's public participation program was formally adopted in June 2007. The development and adoption of this program conform to these requirements. The program guarantees public access to the Transportation Plan and TIP and all supporting documentation, provides for public notification of the availability of the Transportation Plan and TIP and the public's right to review the documents and comment on them, and provides a public review and comment period prior to the adoption of the Transportation Plan and TIP and related certification documents by the MPO.

On June 25, 2007, a public notice was placed in the *Boston Globe* informing the public of its right to comment on this draft document. In 2007, the Boston Region MPO will vote to approve the Plan and its Air Quality Conformity Determination. This allowed ample opportunity for public comment and MPO review of the draft document. These procedures comply with the associated federal requirements.

Financial Consistency

Title 23 CFR Section 450.324 and 40 CFR 93.108 require the TIP to "be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources."

This 2008–2011 TIP is financially constrained to projections of federal and state resources reasonably expected to be available during the appropriate time frame. Projections of federal resources are based upon the estimated apportionment of the federal authorizations contained in SAFETEA-LU, the six-year transportation reauthorization bill, as allocated to the region by the state or as allocated among the various MPOs according to federal formulas or MPO agreement. Projections of state resources are based upon the allocations contained in the current Transportation Bond Bill and historic trends. Therefore, the TIP complies with federal requirements relating to financial planning.

PROCEDURES FOR DETERMINING REGIONAL TRANSPORTATION EMISSIONS

The federal conformity regulations set forth specific requirements for determining transportation emissions. The requirements and the procedures used for the Plan and TIP are summarized below.

Demographics, Employment, and Transportation Demand

Specific sources of population, household, employment, and traffic information used in this analysis have been listed above in the Current Planning Assumptions section.

Only regionally significant projects are required to be included in the travel demand modeling efforts. The final federal conformity regulations define “regionally significant” as follows:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

In addition, specific projects have been exempt from regional modeling emissions analysis. The categories of exempt projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations
- Bus terminals and transfer points

The Build Network in this conformity determination is composed of projects proposed in the approved Transportation Improvement Programs, projects in the Plan, and projects in the MBTA capital budget. A list of the projects that meet these criteria and are included in the Recommended Plan network and this conformity determination is provided in Table 4-1.

In addition to emissions calculated using the regional transportation model (which include emissions from cars, trucks, and motorcycles), a separate analysis was performed off model to determine emissions from commuter rail, commuter boat, and the MBTA bus program. These calculations are shown in Table 4-2.

Table 4-1
2004 Transportation Plan: Future Needs Analysis Build Networks

Project	2007 Build	2010 Build	2020 Build	2030 Build
Middlesex Turnpike (Bedford & Burlington)			X	X
Route 128 Capacity Improvements (Beverly to Peabody)				X
East Boston Haul Road/Chelsea Truck Route (Boston)			X	X
Arborway Restoration (Boston)	X	X	X	X
Red Line–Blue Line Connector (Boston)			X	X
Route 1A/Boardman Street Grade Separation (Boston)			X	X
Russia Wharf Ferry Terminal (Boston)		X	X	X
Rutherford Avenue/Sullivan Square (Boston)			X	X
Consolidated Rental Car Facility (Logan Airport, Boston)			X	X
Silver Line Phase III (Boston)			X	X
Green Line to Ball Square (Boston, Medford & Somerville)			X	X
Urban Ring Phase 2 (Compact Communities)			X	X
I-93/Route 3 Interchange (Braintree)			X	X
I-93/I-95 Interchange (Canton)			X	X
I-95 (NB)/Dedham Street Ramp (Canton)		X	X	X
Concord Rotary (Concord)				X
Route 2/Crosby's Corner (Concord & Lincoln)			X	X
Route 1/114 Corridor Improvements (Danvers & Peabody)				X
River's Edge Boulevard (formerly Telecom City Boulevard; Everett, Malden & Medford)			X	X
Revere Beach Parkway (Everett & Medford)				X
Route 126/135 Grade Separation (Framingham)				X
Route 85 Improvements (Hudson)			X	X
Route 1 Improvements (Malden & Revere)				X
I-495/I-290/Route 85 Interchange (Marlborough)			X	X
Needham Street/Highland Avenue (Newton & Needham)			X	X
Quincy Center Concourse, Phase 2 (Quincy)			X	X
100 Additional Buses to Improve Service on Existing Routes (Regionwide)			X	X
I-93/I-95 Initiative (Reading & Woburn)			X	X
Mahoney Circle Grade Separation (Revere)				X
Route 1/Route 16 Interchange (Revere)			X	X
Route 1A/Route 16 Connection (Revere)				X
North Shore Transit Improvements (Revere-to-Salem Corridor)			X	X
Boston Street (Salem)			X	X
Bridge Street (Salem)			X	X
Assembly Square Orange Line Station (Somerville)			X	X

Project	2007 Build	2010 Build	2020 Build	2030 Build
Naval Air Station Access Improvements (Weymouth)			X	X
Route 18 (Weymouth)		X	X	X
Route 3 South Additional Lanes (Weymouth to Duxbury)				X
I-93/Route 129 Interchange (Wilmington)			X	X
New Boston Street Bridge (Woburn)				X

Table 4-2
Summary of Emissions from Off-Model Sources of VMT from Eastern Massachusetts

VOC Emissions								
	2007		2010		2020		2030	
	Grams	Tons	Grams	Tons	Grams	Tons	Grams	Tons
Buses	50,000	0.055	50,000	0.055	52,000	0.057	52,000	0.057
Commuter rail	393,000	0.433	365,000	0.402	379,000	0.418	331,000	0.365
Commuter boat	392,000	0.431	392,000	0.431	392,000	0.431	392,000	0.431
Mass. Turnpike park-and-ride	-9,000	-0.010	-6,400	-0.070	-3,300	-0.004	-3,000	-0.003
TOTAL	826,000	0.911	800,600	0.883	819,700	0.904	772,000	0.851

NOx Emissions								
	2007		2010		2020		2030	
	Grams	Tons	Grams	Tons	Grams	Tons	Grams	Tons
Buses	1,844,000	2.033	1,844,000	2.033	2,275,000	2.508	2,275,000	2.508
Commuter rail	7,093,000	7.819	6,531,000	7.199	6,731,000	7.420	5,867,000	6.467
Commuter boat	741,000	0.817	741,000	0.817	741,000	0.817	741,000	0.817
Mass. Turnpike park-and-ride	-22,200	-0.024	-15,800	-0.017	-4,100	-0.005	-2,600	-0.003
TOTAL	9,655,800	10.644	9,100,200	10.031	9,742,900	10.740	8,880,400	9.789

Changes in Project Design Since the Last Conformity Determination Analysis

The Commonwealth requires that any change in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the JOURNEY TO 2030 Transportation Plan in April 2007. The mix of projects included in that conformity determination remains the same; however, the construction time frame for the Middlesex Turnpike Improvement project in Bedford, Burlington, and Billerica has changed. That project has been removed from analysis year 2010 but will be completed for the 2020 analysis year.

Model-Specific Information

40 CFR Part 93.111 outlines requirements pertaining to the network-based transportation demand models. These requirements include modeling methods and functional relationships that are to be used in accordance with accepted professional practice and are to be reasonable for purposes of emission estimation. The Boston Region MPO has used the methods described in the conformity regulations in the analysis of this TIP.

Highway Performance Monitoring System Adjustments

As stated in EPA guidance, all areas of serious ozone and carbon monoxide nonattainment must use

FHWA's Highway Performance Monitoring System (HPMS) to track daily vehicle-miles of travel (VMT) prior to attainment to ensure that the state is in line with commitments made in reaching attainment of the ambient air quality standards by the required attainment dates. MassHighway provided HPMS information to DEP. DEP used this information in setting mobile-source budgets for VOCs, NO_x, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NO_x budgets using transportation demand model runs. However, the models must still be compared to HPMS data, since HPMS is currently the accepted tracking procedure, as outlined in the regulations.

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with VMT and emission projections made by DEP. Adjustment factors that compare the 2000 HPMS VMT to the 2000 transportation model VMT have been developed for each MPO :

$$\frac{\text{2000 HPMS VMT}}{\text{2000 Modeled VMT}} = \text{Adjustment factor for VOC and NO}_x$$

The adjustment factors are then applied to all modeled VOC and NO_x emissions for the years 2007 through 2025 to ensure consistency with EPA-accepted procedures. HPMS adjustment factors, calculated on a regional basis, are applied to the model output of future scenarios, and they occasionally change as base-year models are updated or improved. The latest HPMS factors for each MPO in the Eastern Massachusetts ozone nonattainment area are shown in Table 4-3.

Since the CO emission budget for the Boston CO attainment area was determined using the HPMS method rather than the transportation model, a different adjustment factor is applied to the CO emissions for the nine cities and towns in that area. This was done by comparing the 1990 CO emissions from the nine cities and towns resulting from the 1990 base year model run to the 1990 HPMS-generated CO emissions data submitted as part of the SIP. The HPMS data was divided by the model data to determine the CO adjustment factor to be applied to all modeled CO emissions for future years. The CO HPMS adjustment factor is 0.71.

**Table 4-3
HPMS Adjustment Factors**

Region	2000 HPMS VMT (miles)	2000 Travel Demand Model VMT (miles)	HPMS/Model Conversion Factor
Cape Cod	6,204,000	4,763,248	1.302
Central Mass.	12,920,000	14,533,106	0.889
Martha's Vineyard	219,000	159,409	1.374
Merrimack Valley	8,920,000	8,563,266	1.042
Boston	59,139,000	79,040,650	0.748
Montachusett	5,366,000	4,815,154	1.114
Nantucket	108,000	56,498	1.912
Northern Middlesex	7,261,000	6,907,993	1.051
Old Colony	6,058,000	6,590,912	0.919
Southeastern Mass.	14,007,000	13,631,934	1.028
Eastern Mass.	120,202,000	139,062,169	0.864

THE CONFORMITY TEST

Consistency with Emission Budgets Set Forth in the SIP

The Boston Region MPO has conducted an air quality analysis of the 2008–2011 TIP. The purpose of the analysis is to evaluate the air quality impacts of the projects included in the TIP on the SIP. The analysis evaluates the change in ozone-precursor (VOC and NO_x) emissions and CO emissions due to implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's final conformity regulations. They are also consistent with procedures used by DEP to develop Massachusetts's "1990 Base Year Emission Inventory," "1996 Reasonable Further Progress Plan," "Post-1996 Reasonable Further Progress Plan," "1996 Rate of Progress Report," and "Ozone Attainment Demonstration" for the SIP. All consultation procedures were followed to ensure that a complete analysis of the TIP was performed and that the analysis was consistent with the SIP.

The primary test for showing conformity with the SIP is to demonstrate that the air quality conformity of this TIP is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) was deemed complete by the EPA on June 5, 1997. The EPA determined that the 15 percent RFP SIP submittal contained an adequate mobile-source emissions budget to conduct conformity determinations using the conformity criteria. In addition, the 2007 mobile-source emissions budget for Eastern Massachusetts was found adequate for conformity purposes by the EPA in December 2002.

The MPO staff estimated VOC and NOx emissions for the Boston region. On behalf of EOTPW, MassHighway included the Boston Region MPO emissions estimates in the final emission totals for all areas and all MPOs in Massachusetts. The VOC mobile-source emission budget for 2007 for the Eastern Massachusetts ozone nonattainment area has been set at 86.7 tons per summer day, and the 2007 mobile-source budget for NOx is 226.363 tons per summer day. As shown in Tables 4-4 and 4-5, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all build scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts ozone nonattainment area.

The CO mobile-source attainment inventory for 1993 for the nine cities in the Boston area recently reclassified as being in attainment is 305.43 tons per winter day. The projection of mobile sources for the Boston area is 228.33 tons per winter day for 2010. Estimates of CO emissions for the nine cities in the Boston maintenance area for various years are shown in Table 4-6. The CO emissions are less than the CO emission budget.

Table 4-4
VOC Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
(all emissions expressed in tons per summer day)

Year	Boston Region Action Emissions	Eastern Mass. Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	166.545	n/a	n/a
2007	22.7093	61.957	86.700	- 24.743
2010	18.7438	49.718	86.700	-36.982
2020	13.5291	29.805	86.700	- 56.895
2030	12.9286	28.714	86.700	- 57.986

Table 4-5
NO_x Emissions Estimates for the Eastern Massachusetts
Ozone Nonattainment Area
 (all emissions expressed in tons per summer day)

Year	Boston Region Action Emissions	Eastern Mass. Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	287.877	n/a	n/a
2007	63.7815	174.098	226.363	- 52.265
2010	48.2882	129.201	226.363	-97.162
2020	24.2932	45.439	226.363	- 180.924
2030	20.1948	34.744	226.363	- 191.619

Table 4-6
Winter Carbon Monoxide Emissions Estimates for the CO Maintenance Area
for the Nine Cities in the Boston Area
 (all emissions expressed in tons per winter day)

Year	Boston Build Emissions	Budget	Difference (Action – Budget)
2010	62.10	228.33	-166.23
2020	49.27	228.33	-179.06
2030	45.85	228.33	-182.48

CONCLUSION

The Clean Air Act Amendments of 1990 established air quality conformity requirements for transportation plans, programs, and projects. The EPA published a final rule in the November 24, 1993, *Federal Register*, which was last amended on August 15, 1997, providing procedures to be followed by the U.S. Department of Transportation in determining conformity of transportation plans, programs, and projects with the SIP for meeting air quality standards. Eastern Massachusetts has been designated a “moderate” ozone nonattainment area for the eight-hour ozone standard. Federal conformity regulations require that the impact of transportation plans, programs, and projects on nonattainment areas be

evaluated.

The Boston Region MPO has conducted an air quality analysis for projects in the 2008–2011 TIP. The purpose of the analysis is to evaluate the air quality impacts of the TIP on the SIP. The analysis evaluates the change in ozone-precursor emissions (VOCs and NO_x) and CO emissions due to the implementation of the TIP. The modeling procedures and assumptions used in this air quality analysis follow the EPA's and the Commonwealth's guidelines and are consistent with all present and past procedures used by the Massachusetts DEP to develop and amend the SIP.

EOTPW has found the emission levels from all areas and all MPOs in eastern Massachusetts, including emissions resulting from implementation of the TIP, to be in conformance with the SIP according to state and federal conformity criteria. Specifically, the following conditions are met:

- The VOC emissions for the build scenarios are less than the 2007 VOC mobile-source emission budget for analysis years 2007 through 2030.
- The NO_x emissions for the build scenarios are less than the 2007 NO_x mobile-source emission budget for analysis years 2007 through 2030.
- The CO emissions for the build scenarios are less than projections for analysis years 2010 through 2030 for the nine cities in the Boston CO maintenance area.

In accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the Boston Region MPO has completed this review and hereby certifies that the 2008–2011 TIP and its latest conformity determination conditionally conform with 40 CFR Part 93 and 310 CMR 60.03 and are consistent with the air quality goals in the Massachusetts State Implementation Plan.

Chapter 5

Fiscal Constraint

The fiscal constraint of the Transportation Improvement Program (TIP) must satisfy two requirements:

- The transit and the highway programs must be fiscally constrained to projections of available federal aid.
- The Central Artery/Tunnel Project must be constrained to 50% of the federal aid available statewide.

As shown in the tables below, the fiscal years 2008–2011 TIP complies with both of these requirements.

Table 5-1
The Federal-Aid Program

	FFY 2008	FFY 2009	FFY 2010
<i>Transit Program</i>			
§ 5307 Authorization	\$127,389,174	\$135,453,630	\$135,453,630
§ 5307 Program	\$127,389,174	\$135,453,630	\$135,453,630
§ 5309 Authorization	\$89,780,362	\$94,107,393	\$94,107,393
§ 5309 Program	\$89,780,362	\$94,107,393	\$94,107,393
<i>Non-Artery Highway Program (including state matching funds, but exclusive of earmarked funds)</i>			
Highway Obligation	\$65,306,956	\$64,463,190	\$62,993,178
Highway Program	\$65,306,956	\$64,284,489	\$62,993,178
<i>Bridges</i>			
Federal-Aid Bridges	\$36,048,403	\$58,204,431	\$52,250,000

Table 5-2
The Non-Federal-Aid Highway Program

	FFY 2008	FFY 2009	FFY 2010
Bridge Target	N/A	N/A	N/A
Bridge Program	\$2,152,956	\$7,851,480	\$20,131,000

Table 5-3
The Central Artery Project
(federal funds only)

	FFY 2008	FFY 2009	FFY 2010	FFY 2011
Obligation Authority	\$550,000,000	\$557,000,000	\$557,000,000	\$557,000,000
Central Artery/ Tunnel Project Share	\$117,230,000	\$126,845,000	\$151,290,000	\$159,365,000
Central Artery/ Tunnel TIP Program	\$117,230,000	\$126,845,000	\$151,290,000	\$159,365,000

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Chapter 6

Operations and Maintenance

A requirement under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the assessment of the operation and maintenance of the transportation system in the Boston region. The transit and highway segments of the system have developed characteristic operating and maintenance budget systems. The state agencies develop their estimates for operations and maintenance through their budgeting processes. The funding and projects presented in Chapter 3 of this TIP reflects the operations and maintenance estimates and are based on projections from the Cape Ann Transit Authority (CATA), the Massachusetts Bay Transportation Authority (MBTA), and the Massachusetts Highway Department (MassHighway). Tables 1 and 2 present the operations and maintenance figures and estimates for the period of FY 2005 to FY 2009 for CATA and the MBTA. Table 3 presents the operations and maintenance figures and estimates for the period of FY 2005 to FY 2008 for MassHighway projects.

Table 1
Boston MPO
Operations and Maintenance Summary Table
for the Massachusetts Bay Transportation Authority
State Fiscal Year 2006

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

Operating Revenue	Previous	Current	Yr Two	Yr Three	Yr Four
	2005	2006	2007	2008	2009
Farebox	319,271,166	334,000,000	375,750,000	418,000,000	428,000,000
Section 5307	6,000,000	10,000,000	8,000,000	8,000,000	8,000,000
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute					
Advertising	21,610,945	9,649,064	15,083,500	15,083,500	15,083,500
Interest Income	4,361,467	3,579,345	2,937,709	3,119,847	3,241,521
Rental Income	26,140,563	30,424,322	33,895,475	35,996,994	37,400,877
State Contract Assistance **	704,620,528	712,585,739	733,963,311	779,000,000	809,000,000
Local Assessment	137,732,280	136,026,868	139,427,540	142,913,229	146,486,059
Other: Land Sales/Utility Reimb.	6,344,064	27,836,813	34,948,063	34,948,063	34,948,063
TOTAL	1,226,081,013	1,264,102,151	1,344,005,598	1,437,061,633	1,482,160,020

Operating Expenses ***	Previous	Current	Yr Two	Yr Three	Yr Four
	2005	2006	2007	2008	2009
TOTAL (See Description Below)	1,224,527,743	1,274,569,254	1,348,739,971	1,433,000,000	1,477,000,000

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State (Sales Tax Revenue)

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

Table 2

**Boston MPO
Operations and Maintenance Summary Table
For the Cape Ann Transportation Authority
State Fiscal Year 2007**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

Operating Revenue	Previous	Current	Yr Two	Yr. Three	Yr Four
	2006	2007	2008	2009	2010
Farebox	205,158	216,500	220,000	220,000	
Section 5307	300,000	300,000	300,000	300,000	
Section 5311	22,940	23,000	23,000	23,000	
CMAQ/TDM					
Fully Funded *	4,246,963	4,640,575	4,665,885	4,802,201	
Job Access/Reverse Commute					
New Freedom					
Advertising		12,000	12,000	12,000	
Interest Income	11,579	10,000	10,000	10,000	
Rental Income	59,000	72,000	72,000	72,000	
State Contract Assistance **	1,017,605	1,060,691	1,087,208	1,114,388	
Local Assessment	352,406	354,405	363,265	372,346	
Other: (Define)	288,921	272,750	269,086	244,939	
TOTAL	6,504,572	6,961,921	7,022,444	7,170,874	-

Operating Expenses ***	Previous	Current	Yr Two	Yr. Three	Yr Four
	2006	2007	2008	2009	2010
TOTAL (See Description Below)	6,580,872	6,961,921	7,022,336	7,251,874	

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

6/29/2007

Program Group/Sub Group	SFY 2005 NFA Expenditures	SFY 2006 NFA Expenditures	Projected Full Year SFY 2007 NFA Expenditures	Estimated SFY 2008 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$15,508,302	\$15,115,382	\$8,058,884	\$12,894,189
Drawbridge Maintenance	\$5,441,192	\$4,845,495	\$1,408,175	\$3,898,287
Structure Maintenance	\$27,757,332	\$32,251,391	\$32,238,727	\$30,749,150
02 - Bridge Painting				
Painting - Structural	\$1,214,706	\$3,587,770	\$940,879	\$1,914,452
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$538,660	\$1,674,934	\$2,989,018	\$1,734,204
Hwy Reconstr - No Added Capacity	\$15,095,507	\$13,109,345	\$5,565,152	\$11,256,668
Hwy Reconstr - Minor Widening	\$2,876,198	\$1,475,265	\$1,346,093	\$1,899,185
04 - Roadway Resurfacing				
Resurfacing	\$10,868,784	\$20,257,768	\$26,592,227	\$19,239,593
05 - Intersection & Safety				
Impact Attenuators	\$940,935	\$273,153	\$185,263	\$446,269
Safety Improvements	\$2,710,232	\$403,516	\$558,223	\$1,223,990
Traffic Signals	\$1,271,876	\$2,757,064	\$1,300,708	\$1,776,549
06 - Signs & Lighting				
Lighting and Electrical	\$1,095,934	\$1,535,432	\$727,053	\$1,119,473
Sign Installation / Upgrading	\$596,306	\$545,369	\$408,312	\$516,662
Structural Signing	\$54,801	\$1,219,158	\$591,046	\$593,344
07 - Guardrail				
Guard Rail and Fencing	\$864,544	\$2,332,911	\$1,823,277	\$1,673,578
08 - Maintenance				
Catch Basin Cleaning	\$4,181,300	\$3,910,476	\$3,822,300	\$3,971,359
Crack Sealing	\$445,984	\$487,213	\$164,717	\$365,971
Landscape and Roadside Develop	\$1,969,091	\$1,887,167	\$2,697,293	\$2,184,517
Mowing and Spraying	\$0	\$197,585	\$95,897	\$97,827
Pavement Marking	\$3,576,692	\$5,105,878	\$3,099,979	\$3,927,516
Sewer and Water	\$889,508	\$530,557	\$675,270	\$698,445
09 - Facilities				
Chemical Storage Sheds	\$908,359	\$116,956	\$367,929	\$464,414
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$1,511,163	\$1,509,615	\$1,368,611	\$1,463,129
Section I Total:	\$100,317,407	\$115,129,400	\$97,025,034	\$104,108,774

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$105,772,259	\$60,830,197	\$52,374,674	\$72,992,377
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$17,670,166	\$17,687,799	\$16,309,494	\$17,222,486
Section II Total:	\$123,442,425	\$78,517,996	\$68,684,168	\$90,214,863

Grand Total NFA:	\$223,759,832	\$193,647,396	\$165,709,201	\$194,323,637
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Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

6/29/2007

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures	SFY 2006 Federal Aid Expenditures	Projected Full Year SFY 2007 Federal Aid Expenditures	Estimated SFY 2008 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$29,505,781	\$28,312,520	\$24,102,148	\$27,299,707
Structure Maintenance	\$4,602,310	\$3,375,129	\$3,577,015	\$3,851,485
02 - Bridge Painting	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$13,882,881	\$16,931,820	\$11,889,461	\$14,234,721
Hwy Reconstr - No Added Capacity	\$45,374,932	\$58,979,085	\$61,239,019	\$55,184,408
Hwy Reconstr - Minor Widening	\$14,928,403	\$24,721,250	\$28,436,105	\$22,686,368
04 - Roadway Resurfacing				
Resurfacing	\$60,964,035	\$77,043,574	\$77,047,552	\$71,607,255
05 - Intersection & Safety				
Impact Attenuators	\$125,102	\$191,087	\$150,486	\$155,124
Safety Improvements	\$3,621,248	\$15,418,462	\$19,161,918	\$12,733,875
Traffic Signals	\$10,472,647	\$12,161,028	\$14,645,044	\$12,059,774
06 - Signs & Lighting				
Lighting and Electrical	\$1,794,086	\$840,811	\$239,663	\$958,187
Sign Installation / Upgrading	\$1,141,444	\$2,555,124	\$4,286,436	\$2,664,164
07 - Guardrail				
Guard Rail and Fencing	\$6,133,290	\$3,280,925	\$832,409	\$3,427,773
08 - Maintenance				
Contract Highway Maintenance	\$246,155	\$76,973	\$15,108	\$112,965
Landscape and Roadside Develop	\$751,664	\$1,601,064	\$0	\$783,960
Pavement Marking	\$7,079	\$0	\$0	\$2,303
09 - Facilities	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)	\$0	\$0	\$0	\$0
11 - Other				
Intelligent Transportation Sys	\$2,476,059	\$4,196,135	\$3,142,558	\$3,261,103
Miscellaneous / No prequal	\$3,365,024	\$1,430,592	\$1,240,583	\$2,024,662
Reclamation	\$2,770,354	\$1,958,543	\$38,843	\$1,589,247
Unknown	\$0	\$0	\$0	\$0
Total	\$202,182,472	\$253,054,124	\$250,044,344	\$234,617,099

Section II - Federal Aid Highway Operations

11 - Other				
ITS Operations - I-93 HOV Lane Operation and Towing	\$455,000	\$455,000	\$500,000	\$500,000
ITS Operations - Traffic Operations Center (South Boston)	\$550,000	\$550,000	\$500,000	\$500,000

Appendix A

Universe of Projects

This appendix lists information about roadway, bridge, and transit projects that have been identified through the MPO evaluation processes. The roadway-project-evaluation system was used for both the federal fiscal years (FFYs) 2007–2010 TIP amendment process and the development of the FFYs 2008–2011 TIP. Projects programmed in the FFYs 2008–2011 TIP are in **bold type**.

ROADWAY PROJECTS

Roadway projects were evaluated using the MPO's TIP criteria. For more information about project evaluations, see Chapter 2. For more information about project information forms, see Appendix B. The following categories of information are provided, as available, in the descriptions of the Major Highway projects in this appendix; the descriptions of the other types of highway projects provide various subsets of these categories of information:

TIP category: Category of the project for purposes of applying criteria for project evaluation. The categories are Arterial, Bicycle/Pedestrian, Enhancement, Major Highway, and Regional Mobility.

ID number: Projects in MassHighway's project-tracking system are given a six-digit number; those projects not in the project-tracking system have no number.

Municipality(ies): Community (or communities) in which a project is located.

Name: Location or name of the project.

Description: Description of the project.

Estimated cost: Estimated cost of the project, if available.

Design status: Design status as reported to the MPO by May 22, 2007.

Community, subregional, and MassHighway priorities

TIP year:

MMS recommendation: Whether the project was recommended by the Mobility Management System.

Regional Transportation Plan

Ratings: Roadway projects are evaluated based on the TIP criteria that were developed based on the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the

basic criteria categories based on information from the project information forms. The basic criteria categories are:

- Condition (need/effectiveness)
- Safety (need/effectiveness)
- Mobility (need/effectiveness)
- Community

- Environment
- Land use
- Economic development

Starting in 2006, from two to four levels of evaluation have been performed on a project, depending on its design status. The first three of the four possible levels of evaluation are:

Need criteria – Performed on all project ideas to determine the relative need for transportation improvements in the project area.

Effectiveness criteria – Performed on all project ideas to determine the identified project plan's relative effectiveness for transportation improvements in the project area.

Environment and Community Project criteria – Performed on all projects with sufficient design, to assess the magnitude of effect on environmental justice, community character, and environmental conditions of the project area.

Each of the first three criteria is evaluated as follows:

- Need criteria scored 3 to zero
- Project effectiveness criteria scored 3 to negative 3

With 3 indicating the “highest need”/“most effective,” negative 3 the “most counter to the criteria,” and zero “no need”/“neutral to the criteria.” Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects' scores for each criterion are averaged by criterion category:

- Condition Need
- Condition Effectiveness
- Safety Need
- Safety Effectiveness
- Mobility Need
- Mobility Effectiveness
- Community
- Environment

The fourth of the four possible levels of evaluation is:

Land Use and Economic Development criteria – Performed on all projects with sufficient design, to assess the magnitude of effect on land use and economic development conditions in the project area.

Land Use was scored using a range of –1 to 4 depending on the number of points granted for answers to land-use-related questions on the project information forms.

Economic Development was scored using a range of –1 to 8 depending on the number of points granted for answers to economic-development-related questions on the project information forms.

TRANSIT PROJECTS

Transit System Expansion and Transit Service Enhancement project ideas were evaluated based on 32 individual performance measures divided into seven categories. For each category, a high, medium, or low rating was assigned. The tables in this appendix provide each project idea's ratings in the seven categories. In some cases, certain categories are not applicable to a project. Within the expansion and enhancement sections, the project ideas are divided by mode: rapid transit, commuter rail, bus/trackless trolley, and boat; the enhancement section also includes a systemwide category. For additional information, see the MBTA's Program for Mass Transportation. The following information is used in the descriptions of the projects:

Description: Name or description of project idea.

Type: Type of expansion or improvement.

Overall category scores:

- Utilization
- Mobility
- Cost-effectiveness
- Air quality
- Service quality
- Economic/land use
- Environmental justice
- Total

ID	Municipality	Name	Design Status	Community Priority	Subregional Priority	MassHighway Priority	TIP Year	MMS	Transportation Plan	Condition Need Rating: -3 to 3	Condition Effectiveness Rating: -3 to 3	Safety Need Rating: 0 to 3	Safety Effectiveness Rating: -3 to 3	Mobility Need Rating: 0 to 3	Mobility Effectiveness Rating: -3 to 3	Community Rating: -3 to 3	Environment Rating: -3 to 3	Land Use Rating: -1 to 8	Economic Development Rating: -1 to 4
601935	Revere	Park Avenue & Central Avenue	100% Approved				2008			1.67	2.50	1.00	2.00	1.25	1.33	1.00	0.50	2	3
602962	Franklin	King Street	100% Approved	1		District 3				0.67	1.75	0.50	1.17	0.00	1.25	0.50	0.00	1	0
602146	Ipswich	Route 133 (Essex Road)	100% Approved			District 4				1.00	1.75	0.00	1.33	0.00	0.67	0.00	0.00	1	0
601686	Watertown	Pleasant Street & Howard Street	100% Submitted		Inner Core		2008			2.00	2.50	1.50	2.17	0.75	1.25	0.50	0.00	4	1
600217	Essex	Route 133 (Main Street)	100% Submitted	1	NSTF	District 4	2008			1.67	2.00	1.00	0.83	1.00	0.92	1.00	1.00	2	2
601019	Winchester	Signal Upgrades at 4 Locations	100% Submitted	2						1.00	1.25	1.00	1.50	1.00	1.50	0.00	0.50	2	0
603540	Littleton	Goldsmith Street	100% Submitted		MAGIC					1.67	1.75	0.50	1.00	0.25	0.42	0.50	0.00	1	0
600636	Boston	Massachusetts Ave.	75% Submitted	1	Inner Core		2008	High Delay Arterial (High-Medium Volume)		2.33	2.50	2.00	2.33	2.25	1.92	2.50	0.50	5	1
114906	Weymouth	Route 53 (Washington Street) /Middle Street	75% Submitted	2		District 4	2010			2.33	2.00	2.00	1.83	1.25	1.50	0.00	0.50	1	0
29492	Bedford, Billerica & Burlington	Middlesex Turnpike/Crosby Drive Roadway Improvements Project - Phase 3	75% Submitted	1	MAGIC		2010		RTP Project	1.67	2.75	1.00	1.67	0.75	1.25	0.00	-0.50	5	4
29491	Bedford, Billerica & Burlington	Mitre Extension/Middlesex Turnpike Improvement Project, Phase 2	75% Submitted	1,0,1	MAGIC		2008		RTP Project	1.67	2.75	1.50	2.00	0.75	1.42	0.00	-0.50	4	3
601820	Somerville	Beacon Street	75% Submitted	7	Inner Core		2011			1.67	2.25	1.00	1.83	1.00	1.67	1.00	0.00	3	2
601513	Saugus	Route 1/Walnut Street	75% Submitted		Inner Core	District 4		MMS Recommendation		1.00	2.50	2.50	2.33	2.25	1.83	0.00	0.50	1	1
602053	Watertown	Intersection Improvements at 3 Locations	75% Submitted							2.00	2.00	0.50	1.67	0.75	0.83	0.00	0.50	4	2
603311	Wakefield	Salem Street and Three Intersections	75% Submitted	1	NSPC	District 4	2009			0.67	2.00	1.50	1.67	0.00	1.25	0.50	0.50	4	2
602493	Bellingham	Pulaski Boulevard, Phase 1	75% Submitted	1	SWAP					1.67	2.00	1.00	1.33	1.00	1.17	0.50	1.00	1	2
601899	Newton	Commonwealth Avenue (Route 30), Phase 3	75% Submitted	1	Inner Core		2008			2.00	1.75	1.00	1.83	1.75	1.33	0.50	0.50	1	1
602747	Topsfield	Ipswich Road	75% Submitted							2.00	1.75	1.00	1.83	0.50	0.92	1.00	0.50	1	0
602496	Foxborough, Norfolk & Wrentham	Route 115 (Pond/Pine Streets), Route 140	75% Submitted		SWAP		2009	High Delay Arterial (Low Volume)		1.67	2.25	1.00	1.67	1.00	1.25	0.00	0.00	0	0

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600541	Sherborn	Route 16 and 27 (North Main Street)	75% Submitted							0.67	1.25	1.00	0.17	1.25	0.33	0.00	0.00		
602012	Needham	Chestnut Street	75% Submitted							0.33	1.75	0.00	1.00	0.50	0.67	0.00	0.00	2	0
602009	Dedham	Washington Street	75% Submitted	1		District 4				0.33	0.75	1.50	0.00	0.75	0.00	0.00	-0.50	3	0
602496	Norfolk	RT 115 Reconstruction	75% Submitted	1															
601947 (604664)	Quincy	Quincy Center Concourse, Phase 2	25% Approved	1	Inner Core		2008		RTP Project	1.33	2.00	1.00	1.50	1.25	1.08	1.00	0.00	3	3
602984	Concord & Lincoln	Route 2 (Crosby's Corner)	25% Approved	1,1	MAGIC	District 4	2009	MMS Recommendati on	RTP Project	2.33	1.50	2.00	1.83	1.25	1.33	1.00	0.50	1	0
604646	Concord	Route 62 (Main Street)	25% Approved	1	MAGIC		2008			1.00	1.50	0.00	1.67	0.25	1.17	0.50	0.00	3	1
602593	Braintree	Union Street	25% Approved	1						2.00	1.75	1.00	1.67	1.25	1.00	0.00	0.00	2	0
602310	Danvers	Collins Street	25% Approved	1						1.67	2.75	0.50	1.33	-0.25	1.00	0.00	1.00	3	0
602078	Middleton	Route 62 (Maple Street)	25% Approved							1.00	1.75	0.00	1.33	0.00	0.67	0.00	0.00	0	0
602027	Braintree	Route 37 (Washington Street)	25% Approved							0.67	0.75	1.50	0.33	1.00	0.08	0.00	-0.50	2	0
601017	Salem	Route 1A (Bridge Street)	25% Submitted	1			2009	High Delay Arterial (Medium Volume)	RTP Project	2.00	2.50	1.50	2.50	2.25	1.83	0.50	0.50	2	3
601274	Boston	Tremont Street , Phase 1	25% Submitted	1	Inner Core		2009			2.00	2.50	2.00	2.00	1.75	1.58	2.00	0.00	4	2
5399	Salem	Bridge Street (Beverly/Salem Bridge)	25% Submitted							2.00	2.00	1.50	1.17	1.75	0.83	0.00	0.00	2	3
604206	Milton	Central Avenue	25% Submitted							1.67	2.50	0.50	1.00	0.25	0.83	1.50	0.50	2	3
601825	Danvers	Liberty Street	25% Submitted	2						2.00	2.50	2.50	1.50	1.25	0.83	0.00	0.00	3	0
601359	Franklin	Pleasant Street	25% Submitted	3						2.00	2.00	0.50	2.00	0.25	1.33	0.00	0.00	3	2
601705	Reading	West Street	25% Submitted	2						2.33	2.25	0.50	1.33	0.50	1.00	0.50	0.00	2	2
601704	Newton	Walnut Street	25% Submitted	2						1.67	2.00	2.00	2.00	1.00	1.33	0.00	0.00	2	0
601553	Melrose	Lebanon & Main Streets	25% Submitted	1						1.00	2.00	1.00	1.33	1.25	1.42	0.00	0.50	3	0
602091	Concord	Concord Rotary (Routes 2/2A/119)	25% Submitted	5				MMS Recommendatio n	RTP Project	1.67	1.25	3.00	0.00	1.50	0.00	0.50	0.50	2	1
601827	Needham & Newton	Needham Street (Highland Avenue)	25% Submitted						RTP Project	1.67	2.00	2.50	1.67	1.50	1.42	0.50	0.00	3	0
600671	Walpole	Route 1A (Main Street)	25% Submitted	1						1.00	1.75	0.50	1.83	0.25	1.08	0.50	0.00	3	2
601821	Somerville	Temple Street	25% Submitted							1.67	1.75	2.50	1.83	0.50	1.42	1.00	0.00	2	2
602261	Walpole	Route 1A (Main Street)	25% Submitted	2						1.67	1.75	0.50	0.83	0.00	0.83	0.00	0.00	2	2
602077	Lynn	Route 129 (Lynnfield Street)	25% Submitted	5				High Delay Arterial (Medium Volume)		1.33	2.25	2.00	1.50	1.00	1.08	0.00	0.00	3	0
604344	Newton	Needham Street	25% Submitted	3						0.00	2.25	0.00	0.83	1.25	0.83	0.50	0.00	3	0
603674	Boston	Old Northern Avenue/Seaport Blvd	25% Submitted							1.00	2.00	0.50	0.17	1.25	1.17	1.50	0.00	4	1

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600220	Beverly	Route 1A (Rantoul Street)	25% Submitted					High Delay Arterial (Medium Volume)		1.67	2.25	1.50	0.00	1.00	0.00	0.50	0.50	2	1
602602	Hanover	Route 53-Route 3	25% Submitted	1	SSC					1.33	1.00	0.50	0.67	1.75	1.25	0.00	0.50	2	1
600219	Beverly	Cabot Street	25% Submitted							1.67	2.00	1.00	0.00	1.75	0.00	0.00	0.50	2	1
601914	Sharon	Massapoag Avenue	25% Submitted							2.00	2.25	0.50	1.67	0.25	0.58	0.50	-1.00	0	0
602523	Rockland	North Avenue	25% Submitted							1.00	1.75	0.00	1.33	0.00	0.67	0.00	0.00	0	0
601608	Hull	Fitzpatrick Way	25% Submitted							1.00	1.50	0.00	1.00	0.50	0.42	0.00	0.00	3	0
600283	Foxborough	North Street	25% Submitted							0.67	1.50	0.50	1.17	0.00	0.58	0.00	0.00	0	0
602530	Rockland	Salem Street	25% Submitted							0.33	2.00	0.00	1.33	-0.25	0.83	0.00	0.00	0	0
602532	Rockland	Pleasant Street	25% Submitted							0.33	1.50	0.00	0.83	0.00	0.75	0.00	0.00	-1	0
602379	Sharon	Route 27 (Norwood Street)	25% Submitted							1.00	0.75	0.50	0.50	-0.50	0.67	0.50	0.00	-1	0
602395	Rockland	Traffic Signals at Four Locations	25% Submitted							1.00	0.75	0.00	0.50	-0.25	0.50	0.00	0.50	0	0
602133	Lexington	Route 2A-Waltham Street	25% Submitted		MAGIC	District 4				0.67	0.75	0.00	0.00	0.50	0.00	0.00	0.50	0	0
603867	Milford	RT 16 Signals	25% Submitted	1						0.00	0.33	0.00	0.00	0.00	0.33	1.00	0.00		
603462	Duxbury	Route 53/Winter Street	25% Submitted							0.33	0.50	0.50	0.00	-0.50	0.00	0.00	0.50	0	0
602639	Milton	Route 138 (Blue Hill Avenue)-Neponset Valley Parkway	25% Submitted							0.00	1.25	0.00	0.00	0.00	0.00	0.00	0.00	-1	1
602378	Norwell	Route 123	25% Submitted	1				High Delay Arterial (Low Volume)		0.67	0.75	0.00	0.00	-0.25	0.00	0.00	0.00	0	0
604651	Lynn	Lynnfield St Intersections	25% Submitted	1	Inner Core	District 4				0.00				0.50		0.00			
601507	Boston	Tremont Street, Phase 2	Pre-25%	1						2.00	2.75	1.50	2.33	1.75	1.83	2.00	0.50	3	
DM0171	Framingham	Route 126 (Route 9 to Lincoln Street)	Pre-25%		MetroWest			High Delay Arterial (High-Medium Volume)		1.67	1.75	2.00	1.50	1.75	1.67	0.50	0.50	5	1
601630	Weymouth & Abington	Route 18	Pre-25%	1	SSC	2009			RTP Project	2.00	2.50	2.50	1.17	2.00	1.42	-0.50	-1.00	5	2
603288	Somerville	Washington Street	Pre-25%							1.67	1.50	2.00	2.00	1.50	1.58	1.00	0.00	3	2
602382	Everett	Route 99 (Broadway)	Pre-25%	1	Inner Core	2010		High Delay Arterial (High Volume)		1.67	2.50	2.00	1.83	1.50	1.67	0.50	0.00	2	1
602038	Framingham	Edgell Road Corridor Project (Formerly Five Intersections Project)	Pre-25%	4						1.67	2.00	2.00	2.17	1.75	0.92	0.50	0.50	3	0
604687	Arlington	Massachusetts Avenue, PH 1 Const	Pre-25%		Inner Core			High Delay Arterial (High-Medium Volume)		1.00	2.25	1.50	2.00	1.25	1.33	0.50	0.50	3	1
604006	Hudson	Route 85/Washington Street	Conceptual	1	MAGIC					1.00	2.00	1.50	2.33	0.75	1.67	0.50	-0.50	2	3

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604377	Gloucester	Washington Street And Railroad Avenue	Pre-25%							1.67	1.25	1.50	1.33	1.25	0.83	0.00	0.00	2	2
600932	Newton	Route 30 (Commonwealth Avenue) Phase 5	Pre-25%	4						1.67	1.75	2.50	2.17	0.75	1.58	0.00	1.00	0	0
604916	Norwood	Pleasant Street/Morse Street	Pre-25%	2						1.33	2.00	0.50	1.17	0.25	1.50	0.00	0.50	2	1
601181	Wakefield	Salem Street -Vernon Street	Pre-25%	2						1.00	1.50	1.00	1.50	-0.25	1.00	0.00	0.50	4	0
DM0239	Weymouth	Route 18 (ROW)	Pre-25%	3						2.00	2.50	2.50	1.17	2.00	1.42	-0.50	-1.00		
603883	Canton	Route 138	Pre-25%							1.33	2.00	3.00	0.83	1.75	0.75	0.00	0.00		
602129	Franklin	Lincoln Street & Main Street	Pre-25%	4	SWAP					2.00	1.25	0.50	0.83	0.25	0.50	0.00	0.00	2	2
600380	Pembroke	Route 36 (Center Street)	Pre-25%							1.33	1.75	0.50	1.67	-0.25	0.83	0.00	0.50	2	1
600176	Woburn	Route 3/Bedford Road	Pre-25%	4						1.00	1.75	0.50	0.00	1.25	0.00	0.00	0.50	4	0
180519	Boston	Ruggles Street	Pre-25%							2.00	2.00	2.50	0.00	0.75	0.00	1.00	0.50		
602165	Stoneham	Route 28/North Street	Pre-25%							1.33	1.25	1.00	0.83	1.25	0.42	0.00	0.50	2	0
602094	Lynn	Route 129 (Broadway)	Pre-25%	2				High Delay Arterial (Medium Volume)		2.00	2.25	1.00	1.33	1.00	0.83	0.00	0.00		
601551	Melrose	Main Street to Stoneham Ave	Pre-25%	3						1.33	1.75	0.50	1.00	1.00	1.75	0.00	0.50		
602081	Lynn	Route 107 (Western Avenue)/Eastern Avenue	Pre-25%	3				High Delay Arterial (Medium Volume)		2.33	1.75	0.50	1.00	1.00	0.67	0.00	0.50		
600385	Norwell	Route 123 (Main Street)	Pre-25%					High Delay Arterial (Low Volume)		2.00	2.25	1.00	1.33	0.25	0.92	0.00	0.00		
601138	Lynn	Traffic Signals at 4 Locations (Contract E)	Pre-25%	1						2.00	1.75	0.50	1.17	0.00	1.25	0.00	0.50		
604453	Bellingham	Route 126-Route 140	Pre-25%	2						1.33	1.75	1.00	0.67	0.50	1.08	0.00	0.50		
601819	Somerville	College Avenue	Pre-25%							1.00	1.75	0.50	1.33	0.25	1.33	0.00	0.50		
604120	Medfield	North Street	Pre-25%							1.33	1.25	0.50	0.83	0.25	0.67	1.50	0.00	0	0
600986	Salem	Boston Street	Pre-25%						RTP Project	0.67	1.75	0.50	1.33	0.75	1.25	0.00	0.00		
601915	Sharon	Bay Road	Pre-25%							2.00	1.75	0.00	1.33	0.00	0.58	0.50	0.00		
600518	Hingham	Derby Street	Pre-25%	2						0.67	1.75	2.00	0.67	0.25	1.00	0.00	-0.50		
602154	Holliston	Route 126 (Concord Street)	Pre-25%	3	MetroWest			High Delay Arterial (High-Medium Volume)		1.33	1.75	1.00	0.67	0.50	0.58	0.00	0.00		
600355	Scituate	Route 123	Pre-25%					High Delay Arterial (Low Volume)		0.33	1.75	0.50	1.67	0.50	1.08	0.00	0.00		
604810	Marlborough	Route 85 South (Maple Street)	Pre-25%	1	MetroWest					1.00	1.25	0.50	1.00	0.25	1.00	0.50	0.00		

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604706	Burlington	Wheeler Road	Pre-25%							0.67	1.75	0.50	1.00	0.25	1.50	0.00	-0.50		
602279	Braintree	Route 37 (Granite Street)	Pre-25%							0.67	0.50	2.00	0.00	1.75	0.00	0.00	0.00		
602155	Holliston	Norfolk Street	Pre-25%	2						1.33	1.75	0.00	0.83	0.00	0.50	0.50	0.00		
604688	Belmont	Trapelo Road and Waltham Street	Pre-25%	1						0.00	2.25	1.50	0.83	0.25	1.50	0.00	1.50		
602093	Lynn	Route 107 (Western Avenue)	Pre-25%	3				High Delay Arterial (Medium Volume)		1.33	1.50	0.50	0.00	0.50	0.00	0.00	0.50		
601527	Beverly	Route 127	Pre-25%							1.00	0.75	0.50	0.33	0.25	0.42	1.00	0.00		
604915	Marshfield	Route 139 Corridor Improvements	Pre-25%	1						0.00	1.75	0.50	0.00	0.00	0.00	0.00	0.00	2	0
602359	Gloucester	Route 127 (Washington Street)	Pre-25%							1.00	1.50	0.00	0.83	0.25	0.58	0.00	0.00		
601826	Danvers	Route 62 (Maple, Poplar & Elliott Sts.)	Pre-25%							1.00	0.75	1.50	0.00	0.75	0.00	0.00	0.00		
601579	Wayland	Route 27 (Main Street)/Route 30 (Commonwealth Road)	Pre-25%		MetroWest					1.00	0.75	1.00	0.00	0.75	0.00	0.00	0.50		
125298	Wellesley	Route 9 Drainage	Pre-25%	1	MetroWest					1.33	0.75	0.00	0.00	0.25	0.00	0.00	1.50		
601607	Hull	Atlantic Avenue	Pre-25%	3						0.67	1.00	0.50	0.67	0.50	0.42	0.00	0.00		
601357	Malden	Route 60 (Pleasant Street)	Pre-25%					High Delay Arterial (High Volume)		1.67	0.75	0.00	0.00	0.75	0.00	0.00	0.50		
603866	Franklin	Grove Street	Pre-25%	6						0.33	1.25	1.00	0.50	0.00	0.58	0.00	0.00		
603865	Framingham	Rt. 9 (Worcester Road) At Temple St. Intersection- Roadway Resurfacing, Box Widening, & Intersection	Pre-25%		MetroWest					0.00	1.25	1.00	0.00	0.75	0.00	0.00	0.50		
600840	Burlington	Middlesex Turnpike/Route 62 (Bedford Street)	Pre-25%							0.67	0.75	1.00	0.00	0.50	0.00	0.00	0.50		
602260	Holbrook	Abington Avenue-Plymouth Street	Pre-25%							1.67	1.25	0.00	0.00	-0.25	0.00	0.00	0.50		
604619	Lexington	Hartwell Avenue Intersections	Pre-25%							0.67	1.25	0.50	0.00	0.25	0.00	0.00	0.50		
602140	Malden, Melrose & Saugus	Route 99 (Broadway)	Pre-25%					High Delay Arterial (High Volume)		0.33	0.75	1.00	0.00	1.00	0.00	0.00	0.00		0
DM0149	Danvers	Route 62, Phase 2	Pre-25%							1.67	0.75	0.00	0.00	0.50	0.00	0.00	0.00		
604804	Reading	Main St	Pre-25%		District 4					0.66	0.00	2.00	0.00	0.00	0.00	0.00	0.00		
600921	Danvers	Route 114 & I-95	Pre-25%						RTP Project	1.00	0.50	2.00	0.00	0.50	0.00	0.00	-1.50		
89201	Reading & Wilmington	Route 129	Pre-25%					High Delay Arterial (Medium Volume)		0.00	0.75	1.50	0.00	1.00	0.17	0.00	-1.00		

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600989	Swampscott	Route 129 (Humphrey Street)	Pre-25%					High Delay Arterial (Medium Volume)		0.67	0.75	0.00	0.00	1.00	0.00	0.00	0.00		
602717	Stoughton	Route 138	Pre-25%							0.33	0.75	1.00	0.00	0.25	0.00	0.00	0.00		
602597	Needham & Wellesley	Wellesley Avenue-Hunnewell Street	Pre-25%							0.00	1.25	0.50	0.00	0.00	0.00	0.00	0.50		
602810	Salem	Commercial Street	Pre-25%							0.00	0.00	0.50	0.00	0.25	0.42	1.00	0.00		
602010	Dedham	High Street, Phase 2	Pre-25%							0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.50		
600641	Lynnfield	Salem Street/Walnut Street	Pre-25%							0.00	0.50	1.00	0.00	0.00	0.00	0.00	0.50		
600218	Middleton	Route 62 (Boston Street)	Pre-25%							0.33	1.50	0.00	0.00	0.00	0.00	0.00	0.00		
603137	Hingham	Route 3A/Kilby Street	Pre-25%							0.33	0.75	0.00	0.00	0.00	0.00	0.00	0.50		
602134	Medway	Village Street	Pre-25%							0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00		
602000	Weston	Route 30 (South Avenue)/Wellesley Street	Pre-25%	1	MetroWest					0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.50		
602150	Manchester-by-the-Sea	Route 127 (Summer Street)	Pre-25%							0.67	0.75	0.00	0.00	0.00	0.00	0.00	0.00		
111506	Duxbury	Route 53	Pre-25%							0.33	0.50	0.50	0.00	0.00	0.00	0.00	0.00		
603455	Duxbury	Route 3A/Chestnut Street & Tobey Garden Street	Pre-25%							0.33	0.50	0.50	0.00	-0.50	0.00	0.00	0.50		
601109	Stoughton	Route 138	Pre-25%							0.33	0.50	0.00	0.00	0.50	0.00	0.00	0.00		
604230	Hingham	Intersection Reconstruction, Route 3A At Route 228	Pre-25%							0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.50		
604123	Ashland	Route 126 (Pond Street)	Pre-25%		MetroWest					0.33	0.75	0.00	0.00	0.00	0.00	0.00	0.00		
602065	Ashland	Main Street & Prospect Street	Pre-25%							0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.00		
601188	Lynnfield	Summer Street/Salem Street	Pre-25%							0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50		
601471	Foxborough	South Main Street (Copeland Drive)	Pre-25%							0.33	0.50	0.00	0.00	0.00	0.00	0.00	0.00		
602064	Ashland	Pleasant Street	Pre-25%							0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00		
604697	Hopkinton	Farm Road	Pre-25%							0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00		
600396	Duxbury	Route 139	Pre-25%							0.33	0.50	0.00	0.00	-0.25	0.00	0.00	0.00		
601999	Weston	Route 117 (North Avenue)	Pre-25%	2						0.00	0.50	0.00	0.00	-0.25	0.00	0.00	0.00		
604472	Action	Route 2	Pre-25%			District 3													
604400	Littleton	Route 2	Pre-25%			District 3													
601586	Natick	Route 9	Pre-25%			District 3												3	1
604811	Marlborough	Route 20	Pre-25%	3															
602140	Melrose	RT 99 (Broadway St)	Pre-25%																0
602811	Salem	Essex Street	Pre-25%							0.00	0.50	0.00	0.00	0.00	0.00	0.00	-0.50		
602186	Salem	RT 107 Intersections	Pre-25%																

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DM0264	Framingham	Route 126/135 Underpass	Conceptual	4	MetroWest			High Delay Arterial (High-Medium Volume)	RTP Project	1.33	1.25	2.00	1.00	1.50	0.75	0.00	0.50	5	4
DM0150	Framingham	Route 126 (Hollis St)	Conceptual		MetroWest					0.33	2.00	0.50	1.33	1.25	1.42	1.00	0.00	5	3
DM0287	Woburn	Montvale Avenue	Conceptual	3						0.67	2.25	2.00	1.83	1.50	1.25	0.00	0.00	4	0
DM0281	Boston	Causeway Street	Conceptual	1						2.33	2.50	2.00	2.17	0.00	1.58	1.50	0.00		
DM0050	Melrose	Lebanon Street	Conceptual							1.00	2.25	0.50	1.17	1.00	1.42	0.00	0.00	4	0
DM0094	Melrose	Wyoming Avenue	Conceptual	2						1.67	2.00	0.00	1.83	0.75	1.33	0.50	0.00	3	0
DM0092	Lynn	Broad Street/Lewis Street /Route 129	Conceptual	4						1.33	1.75	2.00	1.83	1.50	1.42	1.00	0.00		
DM0201	Revere	Mahoney Circle Grade Separation	Conceptual					MMS Recommendation	RTP Project	2.00	0.75	3.00	1.83	1.00	1.25	0.50	0.50		
DM0200	Boston	Boardman Street at Route 1A	Conceptual					MMS Recommendation	RTP Project	1.67	2.00	2.50	0.67	1.25	1.42	1.00	0.00		
DM0267	Milton	Blue Hills Parkway/Brook Road	Conceptual							1.33	2.25	0.50	1.33	0.00	0.83	1.50	1.00	1	0
DM0170	Everett	Ferry Street	Conceptual	2						1.00	1.25	1.00	0.50	0.75	1.42	0.00	0.50	2	1
DM0168	Chelsea	Spruce Street	Conceptual							1.33	1.50	2.50	1.33	0.25	0.92	1.50	0.00		
DM0244	Marlborough	Route 85 North (Bolton Street)	Conceptual							1.00	0.75	1.50	0.67	0.25	0.17	0.50	0.00	1	3
DM0183	Milford	Veteran's Memorial Drive/Alternate Route	Conceptual	1	SWAP					1.00	1.25	0.50	0.83	0.50	1.33	0.50	0.50		2
DM0245	Winchester	North Main Street (Route 3A)	Conceptual	4						1.00	1.50	0.50	0.83	1.00	1.00	0.00	0.00	2	
DM0243	Marlborough	Farm Road	Conceptual	2						1.00	1.25	0.50	0.00	0.00	0.42	0.50	0.00	1	3
DM0004	Boston	East Boston Haul Road	Conceptual						RTP Project	0.00	1.25	2.50	0.00	1.25	0.00	1.00	1.00		
DM0231	Franklin	Route 140	Conceptual	2						1.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	2	3
DM0283	Hopkinton	Wood Street and W. Main Street	Conceptual							1.33	1.50	1.00	1.33	0.00	1.17	0.00	0.50		
DM0154	North Reading	Park Street	Conceptual							0.33	2.00	0.00	0.83	0.00	1.33	0.00	0.00	2	0
DM0008	Boston	Signal Control Replacement	Conceptual							1.33	1.25	0.50	0.50	0.00	0.83	2.00	0.00		
DM0305	Medfield	South Street	Conceptual							1.33	1.75	0.50	1.67	-0.25	0.58	0.00	0.00		
DM0302	Medfield	Route 109/Hartford Street	Conceptual							1.00	1.25	1.50	0.50	0.25	0.50	0.00	0.50	0	0
DM0304	Sudbury	Route 20/Horsepond Road	Conceptual							0.67	1.50	0.50	1.33	0.00	0.75	0.00	0.50		
DM0250	Pembroke	Route 14 Corridor	Conceptual							0.33	1.25	1.00	1.17	0.00	0.92	0.00	0.50		
DM0272	Revere	Route 1A/Route 16 Connector	Conceptual					MMS Recommendation	RTP Project	0.67	0.00	2.50	0.00	1.00	0.00	0.00	1.00		
DM0274	Sudbury	Route 20/Landham Road Intersection	Conceptual		MAGIC					1.00	1.50	0.50	0.50	0.00	1.00	0.00	0.50		
DM0317	Hudson	South Street	Conceptual	3														2	3

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DM0158	Melrose	Swains Pond Avenue	Conceptual	4						1.67	1.25	0.00	0.67	0.00	0.25	0.00	0.00	1	0
DM0273	Revere	Route 1/Route 16 Connector	Conceptual					MMS Recommendation	RTP Project	0.33	0.00	2.50	0.00	1.00	0.00	0.00	1.00		
DM0182	Hull	Samoset Avenue	Conceptual	2						0.33	2.00	0.00	1.67	0.00	0.83	0.00	0.00		
DM0187	Sudbury	Old Sudbury Road (Route 27)	Conceptual							1.00	1.75	0.00	0.67	0.50	0.25	0.00	0.50		
DM0221	Everett & Malden	TeleCom Boulevard, Phase 2	Conceptual		Inner Core				RTP Project	1.33	0.50	0.00	0.00	0.25	0.50	1.00	0.50		
DM0220	Everett & Medford	Telecom Boulevard, Phase 1	Conceptual						RTP Project	1.33	0.50	0.00	0.00	0.25	0.50	1.00	0.50		
602285	Danvers	Route 114	Conceptual							1.00	1.00	2.00	0.00	0.50	0.00	0.00	-0.50		
DM0293	Boston	Huntington Avenue	Conceptual							1.00	0.75	1.00	0.00	0.25	0.00	0.50	0.00		
DM0175	Franklin	Summer Street	Conceptual	8						0.33	1.75	0.00	1.00	0.00	0.33	0.00	0.00		
DM0172	Franklin	Chestnut Street	Conceptual	5						0.00	1.50	0.50	0.67	0.00	0.75	0.00	0.00		
DM0193	Waltham	Wyman Street	Conceptual							0.00	0.75	2.00	0.00	0.00	0.00	0.00	0.50		
DM0176	Franklin	Washington Street	Conceptual	7						0.33	1.00	0.50	0.83	0.00	0.50	0.00	0.00		
DM0181	Hull	Manomet Avenue	Conceptual							0.00	1.75	0.00	0.67	0.00	0.50	0.00	0.00		
DM0268	Needham	Highland Avenue	Conceptual							0.00	0.75	1.50	0.00	0.50	0.00	0.00	0.00		
DM0184	Rockland	VFW Drive, Weymouth Street, Hingham Street	Conceptual							0.00	0.75	1.50	0.00	0.50	0.00	0.00	0.00		
DM0192	Waltham	Trotten Pond Road/Lexington Street/Bacon Street	Conceptual							0.33	0.75	0.50	0.00	0.50	0.00	0.00	0.50		
DM0037	Canton	East-West Connector	Conceptual							1.00	0.75	0.50	0.33	0.00	0.83	0.50	-1.50		
DM0271	Randolph	Oak Street	Conceptual							0.33	0.75	0.50	0.00	0.75	0.00	0.00	0.00		
DM0189	Waltham	Moody Street/Maple Street/High Street	Conceptual							0.33	0.75	0.50	0.00	0.25	0.00	0.00	0.50		
DM0002	Boston	Boylston Street	Conceptual							0.67	0.75	0.50	0.00	0.25	0.00	0.00	0.00		
DM0313	Holbrook	Union Street (Route 139)	Conceptual							0.67	0.75	0.00	0.00	0.75	0.00	0.00	0.00		
DM0269	Randolph	Route 28 (N. Main Street) and Liberty Street Intersections	Conceptual					High Delay Arterial (High Volume)		0.67	0.50	0.00	0.00	0.50	0.00	0.00	0.50		
DM0316	Ashland	Frankland Rd/RT 135 Intersection	Conceptual															2	0
DM0061	Sherborn	Washington Street (Route 16)	Conceptual							0.33	0.75	0.00	0.83	-0.25	0.33	0.00	0.00		
DM0301	Natick	Route 27 (North Main Street)	Conceptual	1	MetroWest					0.67	0.75	0.00	0.00	0.50	0.00	0.00	0.00		
DM0157	Medway	Route 109 (Main Street)	Conceptual		SWAP					0.00	1.25	0.50	0.00	0.00	0.00	0.00	0.00		
DM0153	Melrose	Swains Pond Avenue	Conceptual	5						0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	1	0
DM0161	Bedford	South Road	Conceptual							0.67	0.75	0.00	0.00	0.00	0.33	0.00	0.00		
DM0163	Burlington	Route 62 (Wilmington Road)	Conceptual							0.33	0.75	0.00	0.00	0.00	0.00	0.00	0.50		
DM0064	Somerville	Cross Street/Pearl Street	Conceptual							0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.50		
DM0309	Wilmington	Salem Street (Route 62)/Middlesex Avenue/High Street	Conceptual							0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.50		

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DM0284	Pembroke	Route 27 Corridor	Conceptual							0.33	0.75	0.50	0.00	-0.25	0.00	0.00	0.00		
DM0314	Holbrook	South Franklin Street/King Road	Conceptual							0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.50		
DM0093	Lynn	Boston Street -Hamilton Street	Conceptual	5						0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.50		
DM0312	Waltham	Lexington Street/Glen Meadow	Conceptual							0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.50		
DM0190	Waltham	Trapelo Road/Forest Street	Conceptual							0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.50		
DM0089	Boston	South Huntington Avenue	Conceptual							0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.00		
DM0065	Somerville	Powderhouse Boulevard/Packard Avenue	Conceptual							0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50		
DM0090	Duxbury	Route 3A-Route 139	Conceptual							0.33	0.50	0.00	0.00	-0.50	0.00	0.00	0.50		
DM0339	Arlington	Massachusetts Ave, PH 2	Conceptual							0.00	0.00	0.50		0.25					
DM0275	Bolton	Route 85 (Hudson Road)	Conceptual		MAGIC					0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00		
DM0188	Swampscott	Atlantic Avenue (Route 129)	Conceptual							0.33	0.50	0.00	0.00	-0.25	0.00	0.00	0.00		
DM0038	Danvers	Holten Street -Burroughs Street	Conceptual							0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00		
DM0310	Pembroke	Route 53/Pleasant Street	Conceptual							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50		
DM0308	Wilmington	Middlesex Avenue (Route 62)/Glen Road/Wildwood Street Rotary	Conceptual							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50		
DM0164	Burlington	South Bedford Street	Conceptual							0.00	1.00	0.50	0.00	0.25	0.00	-0.50	-1.00		
9604991	Framingham - Natick	Route 9	Conceptual			District 3													
DM0348	Holbrook	Weymouth St/Sycamore	Conceptual																
DM0220	Medford	Telecom Blvd, PH1	Conceptual																
DM0221	Medford	Telecom Blvd, PH2	Conceptual																
DM0347	Newton	Washington St, PH 2	Conceptual																
DM0355	Salem	Canal St	Conceptual	2															
DM0343	Southborough	Main St (RT 30)	Conceptual	1															
DM0344	Southborough	Cordaville Rd (RT 85)	Conceptual	2	MetroWest														
DM0349	Sudbury	Route 20/Wayland Inn Rd	Conceptual																
DM0341	Swampscott	Salem St	Conceptual																

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600811	Belmont, Cambridge & Somerville	Bicycle Facility	75% Submitted	1,1,5	Inner Core		2008	2.00	2.00	1.00	1.00	0.00	2.33	3.00	1.50	4	3
602929	Holliston	Upper Charles Trail, PH 1	75% Submitted	1	SWAP		2008	1.67	1.33	0.00	0.67	0.00	1.50	1.50	1.50	1	2
604331	Somerville	Somerville Community Path Phase I	25% Approved	2	Inner Core		2009	1.67	1.33	1.00	0.50	0.25	3.00	3.00	1.50	2	2
602977	Cohasset	Pedestrian Facility	25% Approved					1.00	2.00	0.50	1.83	0.50	0.50	1.00	1.00		
604530	Milford	Upper Charles Trail, Phase 2	25% Submitted	1	SWAP		2009	1.67	0.00	1.50	0.00	0.25	1.50	1.00	1.50	3	2
604531	Acton & Maynard	Assabet Rail Trail	25% Submitted	1	MAGIC		2010	1.67	0.00	0.50	0.33	0.00	2.33	1.50	1.50	2	1
604761	Boston	South Bay Harbor Trail	Pre-25%	1			2010	1.67	2.00	1.00	1.33	0.25	2.50	3.00	2.00	3	1
604652	Stoneham, Winchester, and Woburn	Tri-Community Bikeway (Construction)	Pre-25%	0,1,0	NSPC		2011	1.67	0.67	0.00	0.67	0.00	2.83	1.00	1.50	5	3
5625	Boston	Dorchester Bicycle Facility	Pre-25%					1.33	1.33	0.00	0.83	0.00	1.67	1.50	1.00		
DM0127	Boston	Linking the Corridors	Conceptual	1				1.33	3.00	0.00	2.17	0.25	2.67	2.50	1.50		

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DM0098	Beverly	Beverly Bikeway	Conceptual					1.67	0.67	1.00	0.50	0.00	1.67	2.50	1.50		
DM0235	Acton, Carlisle, Concord, Sudbury & Westford	Bruce Freeman Memorial Bicycle Path	Conceptual	2,0,5,0,0	MAGIC		2011	2.00	0.00	1.00	1.00	0.00	2.17	1.50	1.50	1	0
DM0238	Watertown	Minuteman Path Right of-Way	Conceptual					0.67	0.00	0.00	0.83	0.00	2.17	0.50	1.00		1
DM0140	Lynn, Malden, Revere & Saugus	Bike to the Sea, Phase 2	Conceptual		Inner Core			1.67	0.67	0.00	0.00	0.00	0.00	2.50	1.00		
DM0113	Salem	Salem Trail, Phase 2	Conceptual					1.33	0.00	0.00	0.17	0.00	2.17	1.00	1.00		
DM0110	Salem	Salem Trail, Phase 1	Conceptual					1.33	0.00	0.00	0.17	0.00	2.00	1.00	1.00		
DM0251	Waltham	Waltham Wayside Trail R.O.W.	Conceptual					0.67	0.00	0.50	0.00	0.00	1.50	1.50	0.50		
DM0315	Boxborough	Route 111	Conceptual		MAGIC			1.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00		
DM0346	Framingham	Cochituate Rail Trail	Conceptual														

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DM0249	Somerville	Magoun Square	Pre-25%	1	Inner Core	1.00	1.00	1.00	0.00	0.25	1.20	2.00	0.50	2	2
DM0290	Revere	Intermodal Transit Improvements	Pre-25%			1.33	0.50	0.00	0.00	0.75	0.00	0.00	1.00		
DM0353	Ipswich	North Green Improvement	Pre-25%	1											
DM0103	Cambridge	Cambridge Common and Flagstaff Park	Conceptual			1.00	1.50	2.00	1.75	0.00	1.00	2.00	0.50	5	1
DM0255	Boston	Huntington Avenue	Conceptual			1.33	1.00	2.00	1.50	0.00	1.60	2.00	0.00		
DM0291	Beverly & Salem	Intermodal Facilities	Conceptual		NSTF	1.33	0.50	0.00	0.00	0.75	0.00	0.00	1.00		
DM0254	Boston	Long Island Pier	Conceptual			1.00	0.50	0.00	0.00	0.00	0.00	1.00	0.00		
DM0288	Boston	Harbor Islands National Park Access	Conceptual			1.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00		
DM0289	Boston	Long Island Pier Reconstruction	Conceptual			1.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00		
DM0327	Boston	Nat'l Park Visitor Center	Conceptual												
DM0329	Boston	Longwood Av/Urban Ring Tunnel Study	Conceptual												

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604631	Concord	Route 2	\$1,067,360	100% Approved			District 4				0.67	1.00	1.50	0.00	0.00	0.00	0.00	0	0.00		
603134	Braintree	I-93/Route 37	\$2,500,000	75% Submitted					MMS Recommendation		0.33	2.50	2.00	0.80	1.00	0.50	0.00	0	0.00		
87612	Danvers & Peabody	Route 128, Route 35 and Route 62 Interchanges	\$11,000,000	25% Approved			District 4		MMS Recommendation		1.33	1.50	3.00	1.40	1.25	1.25	0.00	0	0.00	2	0
87800	Canton, Dedham, Milton, Randolph, Westwood	Route 128 Transportation Improvement Project Contract 6	\$24,000,000	25% Approved					MMS Recommendation		0.67	2.50	3.00	1.20	2.00	1.38	0.00	0	0.00		
603206	Dedham, Needham & Westwood	Route 128 Transportation Improvement Project Contract 4	\$53,142,500	25% Approved					MMS Recommendation		0.33	2.50	2.00	1.20	1.75	1.13	0.00	0	0.00		
604327	Newton	Route 9	\$3,000,000	25% Approved			District 4														
600831	Somerville	I-93/Route 28/Mystic Avenue Interchange	\$55,000,000	Pre-25%						RTP Project	2.00	2.50	3.00	1.40	1.75	1.50	1.00	0	0.00	3	2
603711	Needham & Wellesley	Route 128 Transportation Improvement Project Contract 5	\$80,212,050	Pre-25%					MMS Recommendation		0.33	2.50	1.50	1.00	1.25	1.13	0.00	0	0.00		
600821	Burlington, Reading & Woburn	I-95 (Route 128)	\$3,000,000	Pre-25%							0.33	1.50	2.50	0.00	1.25	0.00	0.00	1	0.50		
89200	Reading & Wilmington	Route 129	\$3,625,000	Pre-25%					High Delay Arterial (Medium Volume)		0.67	1.50	3.00	1.40	0.50	1.00	0.50	-1	-1.00		
180515	Sharon	I-95/Route 1 Interchange	\$10,000,000	Pre-25%							0.00	1.00	1.50	0.40	0.50	0.63	0.00	1	0.50		
21120	Milton & Quincy	Furnace & Cunningham Brooks	\$18,700,000	Pre-25%							0.67	1.50	1.50	0.00	0.00	0.00	0.00	0	1.50		
36505	Duxbury & Kingston	Route 3	\$4,000,000	Pre-25%							0.67	1.00	3.00	0.00	-0.25	0.00	0.00	0	0.00		

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87790	Canton	I-95 (Route 128)/I-93 Interchange	\$27,700,000	Pre-25%					MMS Recommendation	RTP Project	0.67	1.00	2.00	0.20	1.50	0.50	0.00	-1	-0.50		
604638	Danvers & Peabody	Route 128 Interchanges Phase 2		Pre-25%							0.33	2.00	1.50	0.00	0.00	0.00	0.00	0	0.00		
603916	Somerville & Medford	Route 93 Lighting	\$7,848,000	Pre-25%							0.00	1.00	1.50	0.00	0.75	0.00	0.00	0	0.00		
603917	Stoneham & Woburn	Route 93 Lighting	\$7,500,000	Pre-25%							0.00	1.00	1.50	0.00	0.75	0.00	0.00	0	0.00		
604547	Newton, Wellesley & Weston	Interstate 95		Pre-25%							0.00	1.00	1.50	0.00	0.50	0.00	0.00	0	0.00		
602193	Boston	I-93	\$1,500,000	Pre-25%							0.33	1.00	1.50	0.00	0.00	0.00	0.00	0	0.00		
603939	Bolton, Boxborough, Marlborough & Westborough	Highway Lighting Replacement At Four Interchanges On Rt. I-495	\$825,000	Pre-25%							0.00	1.00	1.50	0.00	0.25	0.00	0.00	0	0.00		
604640	Hopkinton, Milford, Southborough & Westborough	Interstate 495	\$4,500,000	Pre-25%							0.00	1.00	1.50	0.00	0.25	0.00	0.00	0	0.00		
604701	Hopkinton, Milford, Southborough & Westborough	Interstate 495	\$8,750,000	Pre-25%							0.00	1.00	1.50	0.00	0.25	0.00	0.00	0	0.00		
604630	Concord	Route 2	\$935,060,000	Pre-25%			District 4				0.67	1.00	1.00	0.00	0.00	0.00	0.00	0	0.00		
604121	Marlborough & Northborough	Interstate 290	\$6,000,000	Pre-25%							0.33	1.00	1.50	0.00	-0.25	0.00	0.00	0	0.00		
604548	Boston- Milton- Quincy	Interstate 93 HOV Lane		Pre-25%							0.00	1.00	1.50	0.00	0.00	0.00	0.00	0	0.00		
604628	Lexington	Route 2	\$2,796,088	Pre-25%			District 4				0.00	1.00	1.50	0.00	0.00	0.00	0.00	0	0.00		
604369	Beverly	Route 128 Brimbal Avenue Overpass / Interchange Reconstruction	\$12,000,000	Pre-25%							0.67	0.00	2.00	0.00	-0.25	0.00	0.00	0	0.00		
	Marlborough, Hudson, Berlin	I-495	\$8,691,880	Pre-25%				2009													

ID	Municipality	Name	Cost	Design Status	Community Priority	Subregional Priority	MassHighway Priority	TIP Year	MMS	Transportation Plan	Condition Need Rating: 0 to 3	Condition Effectiveness Rating: -3 to 3	Safety Need Rating: 0 to 3	Safety Effectiveness Rating: -3 to 3	Mobility Need Rating: 0 to 3	Mobility Effectiveness Rating: -3 to 3	Community Rating: -3 to 3	Environment Rating: -3 to 3	Environment Rating: -3 to 3	Land Use Rating: -1 to 8	Economic Development Rating: -1 to 4
603345	Hudson & Marlborough	I-495/I-290 Interchange	\$25,000,000	Pre-25%					MMS Recommendation	RTP Project	0.67	2.00	2.00	0.00	0.75	0.00	0.00	-2	-1.00		
603833	Braintree to Plymouth	Traffic signs improvement on Route 3	\$1,750,000	Pre-25%							0.00	1.00	1.50	0.00	-0.25	0.00	0.00	0	0.00		
604542	Essex, Gloucester, Manchester & Wenham	Route 128	\$6,000,000	Pre-25%			District 4				0.33	1.00	1.00	0.00	-0.25	0.00	0.00	0	0.00		
604363	Bolton, Boxborough & Harvard	Resurfacing And Related Work, From Berlin/Bolton Town Line Northerly To The Boxborough/Littleton Town Line	\$11,875,000	Pre-25%							0.00	1.00	1.00	0.00	0.00	0.00	0.00	0	0.00		
604629	Lincoln	Route 2	\$1,218,880	Pre-25%			District 4				0.00	1.00	1.00	0.00	-0.25	0.00	0.00	0	0.00		
603739	Wrentham	I-495/Route 1A Ramps	\$4,000,000	Pre-25%		SWAP					0.67	0.00	1.00	0.00	0.00	0.00	0.00	0	0.00		
604472	Acton & Boxborough	Route 2		Pre-25%							0.00	1.00	0.00	0.00	0.00	0.00	0.00	0	0.00		
604710	Waltham	I-95	\$7,550,150	Pre-25%				2010													
604363	Boxborough	I-495	\$11,875,000	Pre-25%																	
	Sharon, Walpole, Norwood	I-95	\$5,532,120	Pre-25%				2009													
	Woburn Wilmington	I-93	\$8,636,000	Pre-25%				2010													
DM0233	Southborough/Westborough	I-495/Route 9 intersection improvements		Conceptual							0.67	1.00	1.00	0.00	0.00	0.00	0.00	1	0.50		
	Foxborough Sharon	I-95	\$4,693,920	Pre-25%				2011													
DM0296	Burlington & Woburn	Interstate 95	\$8,000,000	Conceptual							0.33	1.00	1.50	0.00	0.75	0.00	0.00	0	0.00		
DM0299	Waltham & Wellesley	Interstate 95	\$14,000,000	Conceptual							0.33	1.00	1.50	0.00	0.75	0.00	0.00	0	0.00		

ID	Municipality	Name	Cost	Design Status	Community Priority	Subregional Priority	MassHighway Priority	TIP Year	MMS	Transportation Plan	Condition Need Rating: 0 to 3	Condition Effectiveness Rating: -3 to 3	Safety Need Rating: 0 to 3	Safety Effectiveness Rating: -3 to 3	Mobility Need Rating: 0 to 3	Mobility Effectiveness Rating: -3 to 3	Community Rating: -3 to 3	Environment Rating: -3 to 3	Environment Rating: -3 to 3	Land Use Rating: -1 to 8	Economic Development Rating: -1 to 4
DM0298	Lynnfield & Peabody	Interstate 95	\$5,000,000	Conceptual							0.33	1.00	1.50	0.00	0.50	0.00	0.00	0	0.00		
DM0252	Walpole	Coney Street Interchange with Route 95	\$4,500,000	Conceptual							0.33	1.50	0.50	0.60	0.00	0.88	-0.50	0	0.00		
DM0295	Bolton & Littleton	Interstate 495	\$10,000,000	Conceptual							0.33	1.00	1.50	0.00	0.25	0.00	0.00	0	0.00		
DM0297	Southborough & Westborough	Interstate 495	\$3,500,000	Conceptual							0.33	1.00	1.50	0.00	0.25	0.00	0.00	0	0.00		
DM0325	Hudson	I-495		Conceptual																	
DM0324	Reading	I-93		Conceptual																	
DM0323	Wilmington&Woburn	I-93		Conceptual																	
DM0331	Medford	Interstate 93		Conceptual																	

ID	Municipality	Name	Cost	Design Status	Community Priority	Subregional Priority	MassHighway Priority	TIP Year	Condition Need Rating: 0 to 3	Condition Need Rating: 3 to -3	Safety Need Rating: 0 to 3	Safety Effectiveness Rating: -3 to 3	Mobility Need Rating: 0 to 3	Mobility Effectiveness Rating: -3 to 3	Community Rating: -3 to 3	Environment Rating: -3 to 3	Land Use Rating: -1 to 8	Economic Development Rating: -1 to 4
602964	Woburn	Magazine Hill Park & Ride Facility	\$1,868,270	25% Submitted	2	NSPC		2007	1.00	2.00	0.00	0.00	0.75	1.50	0.00	1.50	5	3

Appendix A

Transit Expansion

Rapid Transit Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost-Effectiveness	Air Quality	Service Quality	Economic/Land Use	Environmental Justice	Total
Blue-Red Connector	Line Extension	◆	◆	●	◆	◆	●	◆	◆
Convert Dudley-Boylston section of Silver Line to light rail	Line Extension	○	○	○	○	◆	●	●	○
Extend Blue Line from Bowdoin to West Medford	Line Extension	◆	◆	◆	◆	◆	●	●	◆
Extend Blue Line from Lynn to Salem	Line Extension	●	◆	◆	●	○	◆	◆	◆
Extend Blue Line from Wonderland to Lynn	Line Extension	●	◆	◆	●	◆	●	●	●
Green Line to West Medford	Line Extension	◆	◆	◆	◆	◆	◆	●	◆
New Green Line Needham Branch	Line Extension	○	○	○	○	◆	○	○	○
Orange Line North Extension From Oak Grove to Reading/Route 128	Line Extension	◆	○	○	◆	○	○	○	○
Orange Line South Extension From Forest Hills to Route 128 Via Hyde Park	Line Extension	○	○	○	◆	◆	◆	◆	○
Orange Line South Extension From Forest Hills to West Roxbury/Needham	Line Extension	○	○	○	○	○	○	◆	○
Red Line extension to Weymouth	Line Extension	◆	○	○	◆	○	●	○	○
Red Line Northwest Extension from Alewife to Route 128	Line Extension	○	○	○	◆	◆	○	○	○
Restore Green Line service between Heath Street and Arborway	Line Extension	○	○	◆	○	●	●	◆	◆
Silver Line East Extension to City Point	Line Extension	○	○	●	◆	◆	●	○	◆
Silver Line Phase III: South Station-Boylston Connector	Line Extension	●	●	◆	◆	◆	●	●	●
Silver Line South Extension to Ashmont and Mattapan	Line Extension	◆	◆	●	◆	●	●	●	●
Silver Line West Extensions to Allston and Longwood Medical Area	Line Extension	●	◆	◆	◆	◆	●	◆	◆
Urban Ring Phase II	Line Extension	●	●	●	●	●	●	●	●
Urban Ring Phase III	Line Extension	●	●	●	●	●	●	●	●
Construct Orange Line station at Assembly Square	New Station	○	○	●	◆	○	●	◆	◆
Wonderland Connector	New Station	○	○	◆	◆	○	●	○	○

Appendix A

Transit Expansion

Commuter Rail Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost-Effectiveness	Air Quality	Service Quality	Economic/Land Use	Environmental Justice	Total
Build commuter rail spur from Framingham to Leominster via Northborough and Marlborough	Line Extension	●	●	○	○	○	●	◆	◆
Build commuter rail spur from Salem to Danvers	Line Extension	◆	●	◆	◆	○	○	◆	●
Commuter Rail branch from existing Old Colony lines to Greenbush	New Line	●	●	◆	◆	○	○	○	●
Commuter Rail to Millis	Line Extension	●	●	◆	◆	○	○	○	◆
Commuter Rail to New Bedford/Fall River	Line Extension	●	●	◆	◆	○	◆	◆	●
Extend commuter rail from Providence to T.F. Green (RI)	Line Extension	◆	●	◆	◆	◆	○	○	◆
Extend commuter rail service from Fitchburg to Gardner	Line Extension	○	●	○	○	○	●	◆	◆
Extend commuter rail service from Forge Park to Milford	Line Extension	◆	●	◆	◆	○	○	◆	◆
Extend commuter rail service from Haverhill to Plaistow, NH	Line Extension	●	○	●	●	○	○	○	◆
Extend commuter rail service from Lowell to Nashua with stop at North Chelmsford (NH)	Line Extension	●	●	◆	●	○	○	○	◆
Extend commuter rail service from Middleborough to Wareham	Line Extension	◆	●	○	◆	○	◆	○	◆
Extend passenger rail service from Wareham to Hyannis	Line Extension	◆	○	○	●	○	○	○	○
North-South Rail Link	Line Extension	●	◆	◆	◆	◆	●	◆	●
Operate full-time service to Foxboro Station	Line Extension	○	◆	○	◆	○	○	○	○
Operate high-frequency Riverside – South Station commuter rail service	Line Extension	○	○	○	○	○	◆	○	○
Operate high-frequency Riverside – JFK/Umass commuter rail service	Line Extension	◆	○	○	○	○	◆	◆	○
Operate high-frequency Readville – Allston Landing commuter rail service	Line Extension	○	◆	○	○	○	●	●	◆
Add a station at Millbury on the Framingham/Worcester commuter rail line	New Station	○	◆	●	◆	○	●	○	◆
Add a station at South Salem on the Rockport/Newburyport commuter rail line	New Station	○	◆	●	●	○	◆	◆	◆
Build a new Allston/Brighton commuter rail station	New Station	○	◆	◆	◆	○	●	●	◆
Build a new commuter rail station on the Fitchburg Line at Union Square, Somerville	New Station	○	◆	●	◆	○	●	●	●

Appendix A

Transit Expansion

Commuter Rail Projects (continued)

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost-Effectiveness	Air Quality	Service Quality	Economic/Land Use	Environmental Justice	Total
Build a regional commuter rail station along Route 2 west of I-495.	New Station	○	○	○	◆	○	○	○	○
Build a regional commuter rail station on I-495 in Metrowest Area	New Station	◆	○	◆	●	○	○	○	◆
Connect Fitchburg commuter rail line with Red Line at Alewife	New Station	○	○	◆	◆	◆	●	○	◆
Fairmount Line Improvements	New Station	◆	●	◆	○	●	●	●	●
New commuter rail station at Riverside	New Station	○	○	●	◆	◆	○	○	◆

Boat Projects

Description	Type	Utilization	Mobility	Cost-Effectiveness	Air Quality	Service Quality	Economic/Land Use	Environmental Justice	Total
Ferry Expansion–Russia Wharf/South Station	Line Extension/ New Line	◆	◆	●	○	◆	●	○	●
High-Speed Ferry Service From the North Shore to Boston and the Airport	Line Extension/ New Line	◆	○	○	○	○	◆	◆	○
Restore East Boston ferry	Line Extension/ New Line	○	○	◆	○	○	●	●	◆
Improved Ferry Service From South Shore Communities (Quincy, Hingham and Hull) to Boston.	Frequency Improvement	●	◆	◆	○	○	○	◆	◆

Appendix A

Transit Expansion

Bus/Trackless Trolley Projects

KEY:

● = High

◆ = Medium

○ = Low

Description	Type	Utilization	Mobility	Cost-Effectiveness	Air Quality	Service Quality	Environmental Justice	Total
Build new busways to Alewife Station	Line Extension/ New Line	○	○	●	●	◆	○	◆
Extend Trackless Trolley #71 from Watertown to Newton Corner	Line Extension/ New Line	○	○	●	◆	○	○	○
Route 128 Circumferential Bus Service	Line Extension/ New Line	◆	●	○	○	○	○	○
Suburban Commuter Rail Feeder Bus Services	Line Extension/ New Line	◆	●	◆	◆	●	●	●
Urban Ring Phase I	Line Extension/ New Line	●	◆	○	○	●	●	●

Appendix A

Transit Service Enhancement

Rapid Transit Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost Effectiveness	Air Quality	Service Quality	Environmental Justice	Total
Operate 4-car trains on Green Line	Facility Improvement	◆	○	○	○	○	◆	○
Operate 8-car trains on Orange Line	Facility Improvement	◆	○	◆	◆	○	●	◆
Operate 8-car trains on Red Line	Facility Improvement	◆	○	◆	◆	○	◆	◆
<i>Signal and Train Control Improvements on Blue Line</i>	Facility Improvement	●	○	●	●	◆	◆	●
Signal and Train Control Improvements on Green Line	Facility Improvement	○	○	○	○	◆	○	○
Signal and Train Control Improvements on Red Line	Facility Improvement	●	○	◆	●	◆	○	●
<i>Signal and Train Control Improvements on Orange Line</i>	Facility Improvement	●	○	●	●	◆	◆	●
Commonwealth Flats Silver Line Grade Separation	Travel Time Improvement	○	○	○	○	○	◆	○
Preemptive signals on Beacon, Commonwealth, and Huntington	Travel Time Improvement	○	○	●	◆	○	◆	◆

Appendix A

Transit Service Enhancement

Commuter Rail Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost Effectiveness	Air Quality	Service Quality	Environmental Justice	Total
Add bike racks to coaches	Facility Improvement	N/A	○	N/A	N/A	◆	○	○
Expand the waiting area at North Station	Facility Improvement	N/A	○	N/A	N/A	◆	○	○
Improve pedestrian access to Anderson RTC from western side of tracks	Facility Improvement	○	◆	●	◆	◆	○	◆
Install welded rail along sections of Haverhill, Lowell, and Fitchburg lines where it is not presently in place	Facility Improvement	N/A	○	N/A	N/A	◆	◆	◆
Upgrade station signage for commuter rail systemwide	Facility Improvement	N/A	○	N/A	N/A	◆	◆	◆
Increase speed and frequency of Needham service	Freq/Trav. Time Improv.	◆	○	○	○	○	○	○
Build new layover facility in Bellingham for the Franklin Line	Frequency Improvement	N/A	○	N/A	N/A	○	○	○
Expand Reverse Commuting Options	Frequency Improvement	●	●	◆	◆	◆	◆	●
Install a fourth track on the Fort Point Channel Bridge	Frequency Improvement	N/A	○	N/A	N/A	◆	●	◆
Install double-tracking on entire commuter rail system	Frequency Improvement	N/A	○	N/A	N/A	◆	◆	◆
Install platforms on both sides of tracks at stations in Newton so that reverse commuting trips may make more stops.	Frequency Improvement	○	○	○	◆	○	○	○
Operate a Yawkey-Back Bay-South Station shuttle	Frequency Improvement	◆	◆	◆	◆	◆	●	●
Operate more frequent service between Framingham and Worcester	Frequency Improvement	◆	◆	●	◆	○	●	●
Purchase diesel multiple unit trains to allow for increased frequency on commuter rail lines	Frequency Improvement	◆	●	○	○	○	◆	○
Construct high platforms at all Providence Line stations not so equipped and expand to other lines at a later date	Travel Time Improvement	N/A	○	N/A	N/A	○	○	○
Electrify all commuter rail lines	Travel Time Improvement	◆	○	○	●	○	○	○
Operate express service from outer stations	Travel Time Improvement	●	○	●	◆	○	○	◆

Appendix A

Transit Service Enhancement

Bus/Trackless Trolley Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost Effectiveness	Air Quality	Service Quality	Environmental Justice	Total
Install automatic passenger counters on buses	Facility Improvement	N/A	○	N/A	N/A	○	○	○
Install 300 shelters	Facility Improvement	N/A	○	N/A	N/A	◆	●	●
Add exclusive lanes and priority signals along the top ten highest ridership bus routes.	Travel Time Improvement	◆	○	○	◆	◆	●	◆
Install Intelligent Transportation System (ITS) systems for bus fleet	Travel Time Improvement	N/A	○	N/A	N/A	●	◆	●
Purchase 100 new buses	Frequency Improvement	●	○	◆	○	○	●	◆

Systemwide Projects

KEY:

- = High
- ◆ = Medium
- = Low

Description	Type	Utilization	Mobility	Cost Effectiveness	Air Quality	Service Quality	Environmental Justice	Total
Add bike racks to coaches	Access Improvement	N/A	○	N/A	N/A	◆	○	○
Add more motorcycle parking spaces systemwide	Access Improvement	N/A	○	N/A	N/A	○	◆	○
Improve pedestrian access to all rapid transit and commuter rail stations	Access Improvement	N/A	○	N/A	N/A	●	●	●
Improve pedestrian access to Anderson RTC from western side of tracks	Access Improvement	○	◆	●	◆	●	◆	◆
Install bike racks at rapid transit and commuter rail stations	Access Improvement	N/A	○	N/A	N/A	◆	●	◆
Install more enclosed waiting areas along MBTA lines	Access Improvement	N/A	○	N/A	N/A	●	◆	◆

Transit Accessibility Enhancement

Station	Service	Inbound Ridership	In Process	Ridership	Rail Transfers	Interconnectivity	Terminal Locations	Major Centers	Overall
Arlington	Green		●						●
Ashmont	Red-M		●						●
Babcock St.	Green-B	1761		●				●	●
Blanford St.	Green-B	2096		●				●	●
Boylston	Green	5934		●				●	●
Brighton Ave	Green-B	1571		●		○			●
Brookline Hills	Green-D	2097		●				●	●
BU West	Green-B	899		◆				●	●
Charles	Red		●						●
Chelsea	Commuter Rail	257		○		○		●	●
Copley	Green		●						●
Fairmount	Commuter Rail		●						●
Fields Corner	Red		●						●
Franklin	Commuter Rail	1311		●		○		●	●
Government Center	Green/Blue		●						●
Hynes ICA	Green	8579		●		◆		●	●
Kenmore	Green		●						●
Longwood	Green-D	2536		●				●	●
Malden	Commuter Rail		●						●
Malden	Orange		●						●
Mattapan	Red-M		●						●
Maverick	Blue		●						●
Newton Highlands	Green-D	1257		●		○			●
Pleasant St.	Green-B	1014		●				●	●
Rockport	Commuter Rail	215		○		○	●		●
St. Paul St.	Green-B	814		◆				●	●
Savin Hill	Red		●						●
Science Park	Green	1360		●				●	●

Transit Accessibility Enhancement

Station	Service	Inbound Ridership	In Process	Ridership	Rail Transfers	Interconnectivity	Terminal Locations	Major Centers	Overall
Shawmut	Red		●						●
State	Blue		●						●
Symphony	Green	1065		●				●	●
Waltham	Commuter Rail	521		◆		◆			●
Wollaston	Red	4269		●		○			●
Woodland	Green-D	1044		●		○		●	●
Allston St.	Green-B	1115		●					◆
Auburndale	Commuter Rail	376		○		○			◆
Back of the Hill	Green-E	86						●	◆
Beaconsfield	Green-D	896		◆					◆
Belmont	Commuter Rail	131		○		○			◆
Central Ave.	Red-M	598		◆		○			◆
Chestnut Hill	Green-D	1035		●					◆
Chestnut Hill Ave	Green-B	861		◆					◆
Chiswick Rd.	Green-B	735		◆					◆
Eliot	Green-D	595		◆					◆
Englewood Ave	Green-C	585		◆					◆
Fairbanks	Green-C	500		◆					◆
Fordham Rd.	Green-B	921		◆					◆
Griggs St.	Green-B	1260		●					◆
Kent St	Green-C	510		◆					◆
Melrose Highlands	Commuter Rail	402		○		○			◆
Milton	Red-M	311		○		○			◆
Morton st.	Commuter Rail	248		○		○			◆
Natick	Commuter Rail	960		◆		○			◆
Newtonville	Commuter Rail	574		◆		○			◆
Riverway	Green-E	664		◆		○			◆
Sharon	Commuter Rail	1088		●					◆

Transit Accessibility Enhancement

Station	Service	Inbound Ridership	In Process	Ridership	Rail Transfers	Interconnectivity	Terminal Locations	Major Centers	Overall
St. Paul Street	Green-C	886		◆					◆
Summit Ave	Green-B	583		◆					◆
Sutherland St.	Green-B	923		◆					◆
Tappan St.	Green-C	1020		●					◆
Uphams Corner	Commuter Rail	148		○		○			◆
Wakefield	Commuter Rail	679		◆		○			◆
Walpole	Commuter Rail	865		◆		○			◆
Warren St.	Green-B	1629		●					◆
Waverly	Commuter Rail	127		○		○			◆
Wellesley Farms	Commuter Rail	535		◆					◆
Wellesley Hills	Commuter Rail	520		◆					◆
Wellesley Sq	Commuter Rail	790		◆					◆
West Medford	Commuter Rail	309		○		○			◆
West Newton	Commuter Rail	401		○		○			◆
Winchester	Commuter Rail	628		◆		○			◆
Winchester St.	Green-C	921		◆					◆
Windsor Gardens	Commuter Rail	552		◆					◆
Ayer	Commuter Rail	228		○					○
Brandon Hall	Green-C	360		○					○
Butler	Red-M	134		○					○
Cedar Grove	Red-M	110		○					○
Concord	Commuter Rail	439		○					○
Dean Rd.	Green-C	316		○					○
Endicott	Commuter Rail	281		○					○
Fenwood St.	Green-E	343		○					○
Greenwood	Commuter Rail	214		○					○
Greycliff Rd.	Green-B	109		○					○
Hawes St.	Green-C	426		○					○

Transit Accessibility Enhancement

Station	Service	Inbound Ridership	In Process	Ridership	Rail Transfers	Interconnectivity	Terminal Locations	Major Centers	Overall
Islington	Commuter Rail	226		○					○
Kendal Green	Commuter Rail	106		○					○
Lincoln	Commuter Rail	284		○					○
Littleton/495	Commuter Rail	146		○					○
Melrose Cedar Park	Commuter Rail	285		○					○
Mount Hood Rd.	Green-B	282		○					○
North Leominster	Commuter Rail	208		○					○
North Wilmington	Commuter Rail	180		○					○
Parker Hill	Green-E	462		○					○
Shirley	Commuter Rail	151		○					○
South Acton	Commuter Rail	466		○					○
South St.	Green-B	237		○					○
Waban	Green-D	427		○					○
Wedgmere	Commuter Rail	324		○					○
Wyoming Hill	Commuter Rail	196		○					○

Transit Parking Enhancement

Station	Service	Customer Access	Land/Air Rights	Projected Demand	Potential Utilization	Cost Per Parking Space	Environment'l Status	Ease of Construction	Community Support	Funding Availability	Overall
Beverly Depot	Commuter Rail	●	●	●	◆	◆	◆	●	●	◆	●
Bridgewater	Commuter Rail	◆	●	●	●	●	●	◆	●	◆	●
Fitchburg	Commuter Rail	◆	●	○	●	●	◆	◆	●	●	●
Forge Park	Commuter Rail	◆	●	●	●	◆	●	◆	◆	◆	●
Franklin	Commuter Rail	○	●	◆	●	●	●	◆	●	◆	●
Kingston	Commuter Rail	◆	●	●	●	●	●	◆	◆	◆	●
Lawrence	Commuter Rail	◆	●	◆	●	◆	◆	●	●	●	●
Natick	Commuter Rail	◆	●	◆	●	●	◆	●	●	◆	●
North Quincy	Red-B	◆	●	●	○	●	●	◆	●	◆	●
Quincy Adams	Red-B	●	●	●	●	●	●	◆	◆	◆	●
Salem	Commuter Rail	●	●	●	●	◆	◆	●	●	●	●
South Attleboro	Commuter Rail	●	●	●	●	◆	●	◆	●	●	●
Whitman	Commuter Rail	●	●	◆	●	●	◆	●	●	◆	●
Woodland	Green-D	◆	●	●	○	◆	●	●	●	●	●
Abington	Commuter Rail	◆	○	●	●	○	●	●	◆	◆	◆
Attleboro	Commuter Rail	◆	●	●	●	○	○	○	●	●	◆
Devens-Shirley	Commuter Rail	◆	◆	◆	●	●	◆	◆	○	●	◆
Gloucester	Commuter Rail	◆	●	○	●	○	◆	◆	●	●	◆
Hingham	Boat	◆	◆	●	●	●	◆	◆	◆	◆	◆
Littleton	Commuter Rail	●	●	◆	◆	◆	●	◆	◆	◆	◆
Mansfield	Commuter Rail	◆	●	●	○	○	◆	◆	●	●	◆
Milton	Red-M	◆	◆	○	◆	◆	●	●	●	●	◆
Norfolk	Commuter Rail	○	●	●	●	●	●	◆	○	◆	◆
North Leominster	Commuter Rail	◆	●	○	◆	◆	◆	◆	●	●	◆
Rockport	Commuter Rail	◆	●	○	●	○	◆	◆	●	◆	◆
South Weymouth	Commuter Rail	◆	○	●	●	◆	◆	●	◆	◆	◆
Walpole	Commuter Rail	◆	◆	●	●	○	○	◆	●	◆	◆
Alewife	Red										○

Transit Parking Enhancement

Station	Service	Customer Access	Land/Air Rights	Projected Demand	Potential Utilization	Cost Per Parking Space	Environment'l Status	Ease of Construction	Community Support	Funding Availability	Overall
Anderson RTC	Commuter Rail										○
Andover	Commuter Rail										○
Ashland	Commuter Rail										○
Auburndale	Commuter Rail										○
Ayer	Commuter Rail	◆	○	◆	○	◆	○	○	●	○	○
Ballardvale	Commuter Rail										○
Brockton	Commuter Rail										○
Campello	Commuter Rail										○
Canton Junction	Commuter Rail										○
Dedham Corp. Ctr	Commuter Rail										○
Forest Hills	Commuter Rail										○
Framingham	Commuter Rail										○
Grafton	Commuter Rail										○
Halifax	Commuter Rail										○
Hamilton/ Wenham	Commuter Rail										○
Hanson	Commuter Rail										
Haverhill	Commuter Rail										○
Holbrook/ Randolph	Commuter Rail										○
Hyde Park	Commuter Rail	○	○	◆	●	○	○	◆	○	○	○
Kendal Green	Commuter Rail										○
Lincoln	Commuter Rail	◆	●	◆	○	◆	○	◆	◆	◆	○
Lowell	Commuter Rail										○
Malden Center	Commuter Rail										○
Malden Center	Orange										○
Middleborough/ Lakeville	Commuter Rail										○
Montello	Commuter Rail										○
Needham Hghts.	Commuter Rail										○
Needham Junct.	Commuter Rail										○

Appendix A

Transit Parking Enhancement

Station	Service	Customer Access	Land/Air Rights	Projected Demand	Potential Utilization	Cost Per Parking Space	Environment'l Status	Ease of Construction	Community Support	Funding Availability	Overall
Newburyport	Commuter Rail										○
North Billerica	Commuter Rail										○
Norwood Ctr.	Commuter Rail										○
Norwood Depot	Commuter Rail										○
Readville	Commuter Rail										○
Route 128	Commuter Rail										○
Rowley	Commuter Rail										○
Sharon	Commuter Rail										○
South Acton	Commuter Rail										○
Southborough	Commuter Rail										○
Stoughton	Commuter Rail										○
Wellesley Sq	Commuter Rail										○
Wellington	Orange										○
West Medford	Commuter Rail	○	◆	◆	○	◆	◆	○	●	◆	○
West Natick	Commuter Rail										○
Westborough	Commuter Rail										○
Wilmington	Commuter Rail										○
Winchester	Commuter Rail	○	●	◆	●	◆	◆	○	○	◆	○
Wollaston	Red-B										○
Woodland	Green-D										○
Worcester	Commuter Rail										○

Appendix A

Transit State of Good Repair

According to the MBTA's Program for Mass Transportation, over the course of the next twenty years with unlimited budget authority, the MBTA would need to spend more than \$15.5 billion in current dollars to bring the system into a state of ideal repair. The following table breaks this down into the cost of the high, medium, and low priority system preservation tasks.

Revenue Vehicles	High-Priority	Medium Priority	Low Priority	Total
Access (THE RIDE)	\$3,866,561	\$12,779,258	\$6,389,629	\$23,035,448
Bus	\$341,980,697	\$708,308,657	\$169,276,761	\$1,219,566,115
Silver Line	\$0	\$70,520,560	\$86,360,000	\$156,880,560
Commuter Rail	\$310,566,960	\$1,428,601,680	\$304,094,340	\$2,043,262,980
Ferry	\$158,400	\$633,600	\$3,294,720	\$4,086,720
Blue Line	\$288,320,560	\$46,394,480	\$0	\$334,715,040
Green Line	\$102,643,000	\$34,353,000	\$12,870,000	\$149,866,000
Orange Line	\$7,460,640	\$534,900,960	\$34,650,000	\$577,011,600
Red Line	\$10,791,000	\$262,548,000	\$234,927,000	\$508,266,000
<i>Revenue Vehicles Subtotal</i>	\$1,065,787,818	\$3,099,040,195	\$851,862,450	\$5,016,690,463

Non-Revenue Equipment	High-Priority	Medium Priority	Low Priority	Total
Non-Revenue Equipment	\$39,817,699	\$62,194,136	\$44,027,475	\$146,039,310

Track	High-Priority	Medium Priority	Low Priority	Total
Commuter Rail	\$88,409,465	\$1,018,975,938	\$466,420,515	\$1,573,805,918
Heavy Rail/Light Rail	\$68,475,514	\$273,908,154	\$136,954,077	\$479,337,745
<i>Track Subtotal</i>	\$156,884,979	\$1,292,884,092	\$603,374,592	\$2,053,143,663

Signals	High-Priority	Medium Priority	Low Priority	Total
Commuter Rail	\$209,579,040	\$531,043,920	\$201,920,400	\$942,543,360
Heavy Rail/Light Rail	\$386,867,942	\$475,786,008	\$234,725,661	\$1,097,379,611
<i>Signals Subtotal</i>	\$596,446,982	\$1,006,829,928	\$436,646,061	\$2,039,922,971

Communications	High-Priority	Medium Priority	Low Priority	Total
Commuter Rail	\$11,919,051	\$31,497,499	\$7,600,172	\$51,016,722
Heavy Rail/Light Rail	\$2,324,100	\$25,831,800	\$1,874,520	\$30,030,420
Systemwide	\$27,218,640	\$26,875,740	\$3,429,000	\$57,523,380
<i>Communications Subtotal</i>	\$41,461,791	\$84,205,039	\$12,903,692	\$138,570,522

Appendix A

Transit State of Good Repair

Power

	High-Priority	Medium Priority	Low Priority	Total
Commuter Rail	\$79,672,483	\$72,492,477	\$27,798,716	\$179,963,676
Heavy Rail/Light Rail/ Trackless Trolley	\$57,269,634	\$180,261,310	\$276,241,612	\$513,772,556
Systemwide	\$0	\$2,560,320	\$9,732,264	\$12,292,584
<i>Power Subtotal</i>	\$136,942,117	\$255,314,107	\$313,772,592	\$706,028,816

Yard and Shop

Bus	\$45,031,989	\$117,916,108	\$85,045,749	\$247,993,846
Commuter Rail	\$1,383,069	\$9,379,157	\$13,388,396	\$24,150,622
Heavy Rail/Light Rail	\$21,760,426	\$29,436,039	\$96,809,558	\$148,006,023
Systemwide	\$52,901,531	\$39,428,667	\$176,524,841	\$268,855,039
<i>Yard and Shop Subtotal</i>	\$121,077,015	\$196,159,971	\$371,768,544	\$689,005,530

Stations

Boats	\$0	\$694,944	\$1,085,088	\$1,780,032
Commuter Rail	\$56,422,004	\$18,503,968	\$43,372,561	\$118,298,533
Heavy Rail/Light Rail	\$77,655,633	\$183,418,699	\$151,644,543	\$412,718,875
<i>Stations Subtotal</i>	\$134,077,637	\$202,617,611	\$196,102,192	\$532,797,440

Facilities

Bus	\$970,184	\$2,815,021	\$528,888	\$4,314,093
Commuter Rail	\$0	\$28,512,000	\$29,462,400	\$57,974,400
Heavy Rail/Light Rail	\$3,142,101	\$35,973,397	\$18,043,259	\$57,158,757
Systemwide	\$4,894,372	\$8,342,373	\$7,234,446	\$20,471,191
<i>Facilities Subtotal</i>	\$9,006,657	\$75,642,791	\$55,268,993	\$139,918,441

Elevators and Escalators

Bus	\$0	\$0	\$401,637	\$401,637
Commuter Rail	\$0	\$0	\$401,637	\$401,637
Heavy Rail/Light Rail	\$47,068,263	\$51,241,643	\$21,852,731	\$120,162,637
Systemwide	\$0	\$8,032,750	\$0	\$8,032,750
<i>Elevators and Escalators Subtotal</i>	\$47,068,263	\$59,274,393	\$22,656,005	\$128,998,661

Parking

Commuter Rail	\$0	\$22,735,460	\$7,151,507	\$29,886,967
Heavy Rail/Light Rail	\$2,389,178	\$166,713,442	\$23,463,246	\$166,918,378
<i>Parking Subtotal</i>	\$2,389,178	\$189,448,902	\$30,614,753	\$222,452,833

Appendix A

Transit State of Good Repair

Tunnels, Walls, and Culverts

	High-Priority	Medium Priority	Low Priority	Total
Bus	\$9,408,960	\$0	\$0	\$9,408,960
Commuter Rail	\$7,574,391	\$0	\$0	\$7,574,391
Heavy Rail/Light Rail	\$83,904,579	\$0	\$0	\$83,904,579
<i>Tunnels, Walls, and Culverts Subtotal</i>	\$100,887,930	\$0	\$0	\$100,887,930

Bridges

Commuter Rail	\$57,181,678	\$131,966,566	\$46,442,775	\$235,591,019
Heavy Rail/Light Rail	\$47,756,564	\$148,923,919	\$80,013,508	\$276,693,991
<i>Bridges Subtotal</i>	\$104,938,242	\$280,890,485	\$126,456,283	\$512,285,010

Fare Equipment

Systemwide	\$101,508,098	\$11,006,013	\$89,638,667	\$202,152,778
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Administration

Systemwide	\$5,406,237	\$11,886,591	\$6,572,707	\$23,865,535
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Total

	High-Priority	Medium Priority	Low Priority	Total
<i>System Preservation Needs</i>	\$2,663,700,643	\$6,827,394,254	\$3,161,665,006	\$12,652,759,903

Appendix B

Project Information Forms

In developing the TIP, the Boston Region MPO uses roadway project and transit project information forms for collecting information about projects and evaluating them according to established criteria. These forms and the evaluation process are explained in this appendix.

TRANSIT PROJECT INFORMATION FORMS

There is a project information form for each of the three types of transit projects: state-of-good-repair projects, service enhancement projects, and expansion projects. There is also a specific form for two particular types of service enhancement projects: those enhancing accessibility and those enhancing parking. All of these types of forms are filled out by MPO staff, using information from the MBTA's Capital Investment Program and other information provided by the MBTA. The evaluation criteria on the forms include utilization, mobility, service quality, air quality, environmental justice, and economic/land use impacts.

ROADWAY PROJECT INFORMATION FORMS

The information shown on these forms is gathered from the sources indicated. If the project proponent has information that updates or corrects the information presented here, they are welcome to provide it.

- 1 **ID Number** – The MassHighway Project Information System (PROJIS) number assigned to the project. If the project does not have a PROJIS number, an identification number will be assigned to the project by the MPO for internal tracking purposes (sources: MassHighway, MPO database).
- 2 **Municipality(ies)** – The municipality(ies) in which the project is located (source: MPO database).
- 3 **Project Name** – Identifies the name of the project (sources: MPO database, MassHighway).
- 4 **Project Category** (per MassHighway classification):
 - **Arterial and Intersection** – Includes arterial roadway and intersection projects.
 - **Major Highway** – Includes limited-access roadway projects
 - **Bridge** – Includes bridge projects.
 - **Bicycle and Pedestrian** – Includes projects such as walkways, paths, trails.
 - **Enhancement** – Includes streetscapes or other types of enhancements.

Project Information Forms

- **Regional Mobility** – Includes transportation-demand-management programs, including the MPO’s Suburban Mobility Program, and park-and-ride facilities.
- 5 **MHD District** – The MassHighway district in which the project is located (source: MPO database).
- 6 **MAPC Subregion** – The MAPC subregion in which the project is located (source: MPO database).
- 7 **Cost** – The estimated total cost of the project (sources: MPO database, MassHighway, and project proponent).
- 8 **Description** – A description of the project, including its major elements and project limits. Maps, diagrams, and pictures will be provided by MPO agencies or staff when available. Maps, diagrams, and pictures may be provided by the proponent. (Electronic formats are preferred.) Depending on the category of project, a type is assigned by MPO staff: (source: MPO database).
- Arterial and Intersection and Major Highway projects can be categorized as new construction, reconstruction, resurfacing, intersection improvement, or “other.”
 - A Bridge project can be categorized as a reconstruction, replacement, rehabilitation, demolition, or new construction.
 - A Bicycle/Pedestrian project can be categorized as a new construction, improvement, or other.
 - Enhancements can be categorized as reconstruction, historic preservation, environmental, streetscape, or other.
 - A Regional Mobility project can be categorized as transportation demand management, transportation management association, suburban mobility, marketing, park-and-ride, improved intermodal connections, or other project or program that increases the available travel choices.
 - In addition, any project that adds user capacity to the system (e.g., the addition of a travel lane to a roadway project) will be noted.

The following three items are based on GIS information, using the project description, and come from the MPO database.

- 9 **Project Length (Miles)** – Length of project in miles.

Project Information Forms

- 10 Project Lane-Miles** – Number of lane-miles of project.
- 11 Additional Lane-Miles by Project** – Additional lane-miles constructed by project.
- 12 Transportation Improvement Program History** – The history of the project programming from federal fiscal year 2001 through federal fiscal year 2007 (source: MPO database).

Community Support

- 13 Community Priority** – The priority of the project as reported by the community.
- 14 Subregional Priority** – Metropolitan Area Planning Council subregional priority for the project, usually voted on at a spring meeting of each MAPC subregion. Check the MAPC calendar for meetings (www.mapc.org/whats_new/monthly_calendar.html).
- 15 MassHighway Priority** – The priority of the project as reported by MassHighway.

Additional Status

- 16 Additional Status** – Indicates if a project has additional conditions or approvals (source: MPO database):
- ITS Conformity** – Conforms with the regional Intelligent Transportation Systems (ITS) architecture for metropolitan Boston.
 - Approved CMAQ** – Approved by the Congestion Management and Air Quality (CMAQ) Mitigation Committee for the use of Congestion Mitigation and Air Quality (CMAQ) funds.
 - Approved Enhancement** – Approved by the Regional Enhancement Committee or Statewide Enhancement Steering Committee.

READINESS

All non-transit projects programmed in the first year of a five-year TIP must be advertised before the end of the federal fiscal year immediately preceding the year for which it's programmed (September 30). That funding authorization is not transferred to the next federal fiscal year: any "leftover" funds are effectively "lost" to the region. If a

Project Information Forms

project in the first year of the TIP is determined to be “not ready to be advertised before September 30,” it will be removed from the TIP and replaced with another project by amendment. “Readiness” is a determination of the appropriate year of programming for a project. In order to make this determination, the MPO tracks project-development milestones and estimates when a project will be ready for advertising.

For projects in the first year of the TIP, it is important to communicate any perceived problems to the Boston Region MPO, c/o CTPS, as soon as possible.

17 TIP Status (Programmed, Pre-TIP, or Conceptual) – Programmed projects are those identified for funds in the federal fiscal years 2006–2010 TIP. Pre-TIP projects are in a project-development process but do not have funds identified in the TIP. Conceptual projects are project concepts or ideas that are not yet under design (source: MPO database).

18 Design Status – A project’s design status. A checked box indicates that a design status has been reached. Dates are provided where available (sources: MPO database, MassHighway Project Information).

- Conceptual
- Pre 25%
- 25% submitted to MassHighway
- 25% approved by MassHighway
- 75% submitted to MassHighway
- 75% approved by MassHighway
- 100% submitted to MassHighway
- 100% approved by MassHighway

19 Right-of-Way – The section describing the right-of-way status of a project (source: MassHighway Project Information).

None – No right-of-way action required for the completion of the project.

Required – Right-of-way action required for the completion of the project.
Types of right-of-way required for a project:

- **Rights of Entry** – Allows the contractor to perform certain types of work on the owner’s land, the rights granted are temporary in nature.
- **Easement** – The title of the land remains in the name of the property owner; however, the project proponent has the right to use.

Project Information Forms

- **Taking** – A fee taking, transferring the title of the land to the project proponent on the date of the recording of the order of taking.

MassHighway Responsibility – The required right-of-way is the responsibility of MassHighway.

Municipal Responsibility – The required right-of-way is the responsibility of the municipality.

Municipal Approval – Municipal approval of the right-of-way plan and the date.

- **Expected** – Expected date of right-of-way plan and order of taking (source: MassHighway or Municipal).
- **Recorded** – Date the right-of-way plan and order of taking was recorded at the Registry of Deeds (source: MassHighway or Municipal).
- **Expires** – Expiration date of the rights of entry, easements or order of taking (source: MassHighway or Municipal).

Outstanding Issues – Any outstanding right-of-way issues (source: MassHighway or Municipal).

- 20 Required Permits** – Permits required by the Massachusetts Environmental Policy Act (source: MPO database/MassHighway Project Information). Possible required permits include:

- Environmental Impact Statement
- Construction Engineering Checklist
- Clean Water Act, Section 404 Permit
- Rivers and Harbors Act of 1899, Section 10 Permit
- MEPA environmental notification form
- MEPA environmental impact report
- Massachusetts Historical Commission Approval
- M.G.L. Ch. 131, Wetlands Order of Conditions
- Conservation Commission Order of Conditions

Project Information Forms

PROJECT INFORMATION

P1 What is the need for this project? Describe the need for the project from a local and regional perspective. What are the existing or anticipated issues the project is designed to address?

Existing Condition – Need

21 Existing Pavement Condition

Pavement Roughness (IRI) – Value reflects calibrated value in inches of roughness per mile. Ranges of 0–190 are classified as “good,” ranges of 191–320 are classified as “fair,” and any number above 320 is classified as “poor.” (Source: MassHighway Roadway Inventory File, 2003).

Pavement Serviceability Rating (PSR) – Index value of roughness to the tenth and a range of one to five, with five being perfectly smooth. For pavement with a rating of 3.0 or less, the start of a maintenance program is recommended. For any roadway section that has a PSR range of 2.75–3, routine maintenance is recommended; with a PSR range of 2.5–2.75, a thin overlay; with a PSR range of 1.75–2.5, structural overlay; and any pavement with a PSR range less than or equal to 1.75 is considered for total reconstruction (source: MassHighway Roadway Inventory File, 2003).

22 Degree of Bicycle/Pedestrian Provisions (source: MassHighway Roadway Inventory File, 2005, MPO Bicycle coverage)

Sidewalks – Indicates if sidewalks are present on one side or on both sides of the roadway.

On Road Bike Accommodation: Shoulder \geq 4 Feet – Indicates if the shoulder can accommodate bicycling by providing at least a four-foot shoulder, and that the shoulder is designated for bicycle use in the project.

Signed Bicycle Route – Roadway is designated and signed as a bicycle route.

Bicycle Trail – Identifies the presence of a trail near or alongside a roadway.

P2 What are the infrastructure condition needs or issues of the project area? What are the existing or anticipated conditions or problems the project is designed to address? Please be as specific as possible. The information below is typical of the measures that can be used to identify needs, so please include additional pavement information from municipal pavement management programs. In addition, qualitative descriptions of

Project Information Forms

problems or anticipated needs can be provided. (When applicable, this information should be consistent with project need information provided in the MHD Project Need Form.)

Existing Condition – Project Effectiveness

P3 How does this project address the infrastructure condition needs or issues in the project area? The criteria below are examples of the types of information that can be used to demonstrate how effective the proposed project will be. For all projects, please provide details of any pavement management system the community or agency employs, and how this pavement management system will maximize the useful life of any pavement repaired or replaced by the project.

For Condition, each project will be evaluated by criteria that are specific to the category of the project.

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Improves the roadway surface to state of good repair	Improves the roadway surface to state of good repair	Restores bridge to structural adequacy	Improves pedestrian and bicycle amenities, landscaping, or general aesthetics	Repairs existing shoulder on designated bicycle route	Improves transit access. Regional mobility is TDM, Suburban Mobility, etc.
B	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.		Repairs existing bicycle lane or trail	Improves other identified infrastructure problems
C	Repairs existing bicycle/pedestrian amenities		Restores bridge to functional adequacy		Repairs to existing sidewalks and crosswalks	
D	Improves road conditions for bicyclists and pedestrians		Repairs existing bicycle/pedestrian amenities			

Project Information Forms

E			Addresses weight restriction			
F			Addresses bridge clearance issue			

Safety – Need

Crashes

Crash data are collected for a three-year period from the MassHighway Crash Data System. The Crash Data System includes all motor vehicle crashes involving \$1,000 or more in property damage, an injury, or a fatality. Up to three locations in a corridor are identified.

- 23 Top 1,000 Rank** – Rank of highest intersection in the project area that is in the top 1,000 crash sites in the Commonwealth (source: MassHighway 1999–2001 data, or more recent data when available).
- 24 Three-Year Crash Total** – Total crashes (1999–2001 data, or more recent data when available).
- 25 Fatal Crashes** – Total fatal crashes (1999–2001 data, or more recent data when available).
- 26 Bicycle-Involved Crashes** – Total bicycle-involved crashes (1999–2001 data, or more recent data when available).
- 27 Pedestrian-Involved Crashes** – Total pedestrian-involved crashes (1999–2001 data, or more recent data when available).

P4 What are the safety needs or issues of the project area? What are the existing or anticipated safety problems the project is designed to address? Please be as specific as possible. The information below is typical of the measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as well. Local crash information compiled from local police records can be used to supplement the MassHighway Crash Data System. (When applicable, this information should be consistent with the project need information provided in the MHD Project Need Form.)

Project Information Forms

Safety – Project Effectiveness

P5 How does this project address the safety needs or issues in the project area?

How will the project result in improved safety conditions in the project area, including emergency vehicle access, improved lighting, or other safety features? Please explain the safety benefits of the project for all modes.

For Safety, each project will be evaluated by criteria that are specific to the category of the project.

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Will result in improved safety conditions for each mode.	Will result in improved safety conditions for each mode.	Will result in improved safety conditions for each mode.	Will result in improved safety conditions for pedestrians, bicyclists, and/or transit users	Will result in improved safety conditions for bicyclists and/or pedestrians	Will result in improved safety conditions for pedestrians, bicyclists, and transit users.
B	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Will result in improved safety conditions across modes
C	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Provides lighting or other safety features
D	Includes elements to further separate movements with the worst crash history	Includes elements to further separate movements with the worst crash history	Includes elements to further separate movements with the worst crash history		Includes elements to further separate movements with the worst crash history	

Project Information Forms

E	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Provides sidewalks and remedies existing bicycle/ pedestrian safety problems	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing
F	Provides sidewalks and remedies existing bicycle/ pedestrian safety problems				Other safety benefits to users	

Mobility – Need

Increased travel choices and improved access for and across all modes—pedestrian, bicycle, public transportation and vehicular—is a key mobility issue. Mobility is not merely about moving motor vehicles more quickly through an intersection or along a roadway segment, but also includes increasing access by and across all modes. We have more available measures and data on existing and potential use for vehicles and transit than for pedestrian and bicycle access. As new data and information become available, we will report it. In the meantime, we would appreciate the assistance of project proponents in helping us identify and collect that data.

Average Daily Traffic

- 28 ADT** –The annual average of vehicles passing a location in a day (source: Massachusetts Traffic Volumes, MassHighway).
- 29 Description of Count Location** – Indicates the roadway and the location on the roadway where the count occurred (source: Massachusetts Traffic Volumes, MassHighway).
- 30 Year of Count** –The year the count was taken (source: Massachusetts

Project Information Forms

Traffic Volumes, MassHighway).

- 31 Source of ADT** – Identifies the source of the ADT information if it is not from Massachusetts Traffic Volumes, MassHighway.
- 32 Truck ADT** – The annual average number of trucks passing a location in a day (Massachusetts Traffic Volumes, MassHighway).
- 33 Trucks Excluded from Roadway** – Identifies if, when, and what type of, trucks are excluded from using any portion of the project area. (source: MassHighway).
- 34 Transit Vehicles Using Roadway** – Identifies the fixed-route transit vehicles using the roadway.

Congestion Data

The Mobility Management System (MMS) is an MPO project that monitors and evaluates regional transportation system performance. MMS staff collect information on travel speeds and delays for a selected subset of roadways in the MPO region (mostly on state numbered routes).

If a project information form does not have any MMS data listed, this does not mean that the roadway or intersection does not experience congestion problems—this simply means that data from the MMS is not available. In such cases, the project proponent should provide any congestion-related information (speed, delay, level of service, etc.) available for the project. Please indicate whether the information is for the peak period or the peak hour and the source of the information.

- 35 Average A.M./P.M. Peak-Period Speed** –The average peak-period, through-vehicle, travel speed along a corridor, for both directions of travel.
- 36 Average A.M./P.M. Peak-Period Speed Index** – The level of service based on the average peak-period, through-vehicle, travel-speed index along a corridor, for both directions of travel. The speed index is the ratio of the average observed peak-period travel speed to the posted speed limit. The level of service (LOS) associated with the speed index is loosely based on the definition provided by the *Highway Capacity Manual (HCM) 2000* for urban streets:

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LOS A > 0.9

LOS B > 0.7

LOS C > 0.5

LOS D > 0.4

LOS E > 0.33

LOS F < 0.33

LOS A describes traffic conditions at primarily free-flow or speed-limit values, and LOS F indicates the worst traffic conditions, characterized by extremely low speeds and likely congestion at critical signalized locations.

P6 How does this project address mobility needs? Describe the need for the project from a local and regional perspective. What are the existing or anticipated mobility needs the project is designed to address? Please be as specific as possible. The information below is typical of the quantitative measures that can be used to identify needs, but qualitative descriptions of problems or anticipated needs can be provided as well. Since the measures below focus on mobility using autos, any information on non-auto mobility needs will be carefully considered. (When applicable, this information should be consistent with project need information provided in the MHD Project Need Form.)

Mobility – Project Effectiveness

P7 How does this project meet the mobility needs identified above? Please include information on how the project improves the level of service and reduces congestion, provides multimodal elements (e.g., access to transit stations or parking, access to bicycle or pedestrian connections), enhances freight mobility, and closes gaps in the existing transportation system. For roadway projects, it is MPO and MassHighway policy that auto congestion reductions not occur at the expense of pedestrian, bicycle, or transit users. The information below is typical of the quantitative measures that can be used to identify improvements, but qualitative descriptions can be provided as well. Since the measures below focus on vehicle mobility, any information on nonvehicle mobility needs will be carefully considered. Please explain the mobility benefits of the project for all modes.

Appendix B

Project Information Forms

For Mobility, each project will be evaluated by criteria that are specific to the category of the project.

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Improves LOS or otherwise relieves traffic congestion	Improves LOS or otherwise relieves traffic congestion	Removes a current travel restriction	Directly benefits more than one community or subregion	Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities	Meets an identified need not otherwise served
B	Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS)	Reduces traffic on alternative routes	Improves mobility and reduces traffic congestion	Provides for better regional connectivity or addresses a missing link in the transportation system	Provides new connections across roadways or natural barriers	Provides additional mode choice to regional residents or complements another nearby TDM initiative
C	Includes additional auto travel lanes, including turning lanes	Includes additional auto travel lanes, including turning lanes	Includes additional auto travel lanes, including turning lanes	Number of persons benefiting	Removes existing obstruction	Proposed park-and-ride lot is served by transit
D	Prioritizes signals for transit vehicles (ITS)	Provides multimodal/non-SOV elements	Improves bicycle/pedestrian access	Is the project a component of a larger overall effort ?	Improves signage	Provides convenient non-motorized connection to nonmotorized trail
E	Provides multimodal/non-SOV elements	Provides new path for pedestrians/bicyclists to cross roadway	Carries >10% truck volumes and is part of the regional truck network	Benefits primarily new or underserved users	Number of persons benefiting	Increases efficiency of existing parking
F	Provides or repairs sidewalks, crosswalks, and bicycle lanes	Enhances freight movement for regional or local commerce	Improves travel reliability for regularly scheduled transit services		Benefits primarily new or underserved users	For park-and-ride, the proposed parking supply is sufficient for demand

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G	Enhances freight movement for regional or local commerce	Improves travel reliability for regularly scheduled transit services	Improves emergency-vehicle mobility			Used by regularly scheduled transit services
H	Closes existing gaps in bicycle lanes or sidewalks	Includes other ITS elements to improve traffic flow (e.g., variable message signs, ramp metering)				Improves regional connections and intermodal access
I	Improves travel reliability for regularly scheduled transit services					Project demand, including seasonal variation, if appropriate
J	Improves emergency-vehicle mobility					Improves access for nonmotorized travel
K	Carries >10% truck volumes and is part of the regional truck network					
L	Includes other ITS elements to improve traffic flow (e.g., variable message signs)					

P8 What intelligent transportation systems (ITS) elements does this project include? Examples are new signal systems or emergency-vehicle override applications.

Community; Environmental Justice

Many projects are initiated for reasons other than geometric design deficiencies, and many projects are also located within limited rights-of-way, on main streets in city or town centers, or adjacent to natural resources, public lands, or historic resources. Often, projects on existing roadways are initiated in communities where land use and cultural

Project Information Forms

characteristics are already well established. The purpose of this section is to identify the impacts of the project on the community within which it occurs. Environmental justice is also addressed in this section:

“Environmental justice requires the MPO to examine the benefits and burdens, historically, currently, and planned in the future, to ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects.”

The examination of environmental justice includes consideration of patterns of capital investment and allocation that have contributed to present conditions and inform current and future MPO decisions. The transportation analysis zone (TAZ) is the geographic unit for environmental justice analysis used by the MPO. The questions below identify whether or not a project runs through, or is contiguous to, an environmental justice community of concern TAZ. If an environmental justice community is affected by this project and is not identified in questions 35 and 36, please provide the details in question P9.

- 37 Located in MPO-defined environmental justice community of concern –** Seventeen neighborhoods were identified by the MPO’s Environmental Justice Committee based on the percentage of minority residents and percentage of households with low incomes (2000 U.S. Census).
- 38 Located in MPO-defined environmental justice target population –** The thresholds for low-income and minority-target populations were determined in consultation with the MPO’s Environmental Justice Committee.
- **Low-Income** – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 75% of this level (\$41,850).
 - **Minority** – A minority TAZ was defined as having a percentage of minority population greater than 21.4%. Title VI guidelines suggest that a minority community be defined as one with a minority population which is greater than the regional percentage of minority residents (2000 U.S. Census).

P9 How does the project relate to community character? Is the project located in an existing community or neighborhood center or other pedestrian-oriented area? Explain the community context (cultural, historical, other) in which the project will occur and indicate the positive or negative effect this project will have on community character.

Project Information Forms

P10 If this project is located in an MPO-defined environmental justice community of concern or target population, how does the project affect this community?

Explain how this project will affect the surrounding community in terms of impacts on environmental justice communities.

P11 If this project is NOT located in an MPO-defined environmental justice community of concern or target population, does it have any environmental justice impacts? Since this project is not adjacent to an MPO-identified environmental justice community, please identify the community that will be affected and the effect this project will have on that community.

Environment

- 39 Located in an area of critical environmental concern** – Areas designated as Areas of Critical Environmental Concern by the Massachusetts Secretary of Environmental Affairs (data from MassGIS).
- 40 Located adjacent to (within 200 feet of) a waterway** – Hydrographic (water-related) features, including surface water (lakes, ponds, reservoirs), flats, rivers, streams, and other water-related features, from MassGIS. This is the distance within an area protected by the Massachusetts Rivers Protection Act (data from MassGIS).
- 41 Percentage of land within a half-mile corridor that is wetlands** – On either side of the project (source: MassGIS wetlands coverage).
- 42 Located in BioCore Habitat Area** – Areas designated as biocore habitat through the National Heritage and Endangered Species Program (data from MassGIS).
- 43 Located in Approved Wellhead Protection Areas** – Areas designated as DEP-Approved Wellhead Protection Areas (Zone II) (data from MassGIS).
- 44 Percentage of land within a half-mile corridor that is permanently protected open space or municipally owned** – On either side of the project (source: MassGIS coverage).

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P12 What are the environmental impacts of the project? How will this project improve air quality or water quality, or reduce noise levels in the project area and in the region? Air quality improvements can come from reductions in vehicle trips, from reductions in the length of those trips, or in the reduction in vehicle cold starts. Water quality improvements can result from less runoff from impervious surfaces, water supply protection and habitat protection. Noise barriers or vegetation plantings can also reduce noise impacts.

Land Use

MAPC will make the draft evaluation, subject to review by the Transportation Planning and Programming Committee, for all projects. This evaluation may be changed based on information supplied by the community/proponent.

- 45 Percentage of greenfield land** – Percentage of land within a half-mile corridor that is previously undeveloped but developable (i.e., “greenfields”) on either side of the project (source: developable land GIS coverage).

All the following criteria apply to the zoning ordinances currently in place for land adjacent to the project. Zoning coverages were originally developed by MAPC for the buildout analysis and have been updated, as necessary, from the www.ordinance.com database. If more recent zoning information is available, or zoning changes are planned for the area in the near future, please provide that information to MAPC.

Using the current available zoning coverage, the following calculations will be made by MAPC:

- 46 Residential Density Threshold (7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban)]** – Residential areas are zoned for at least 7 Dwelling Units (DU)/acre (suburban) to 50 DU/acre (urban) as an average for the entire developable residentially zoned area within a half mile of the project. For all residential-zoned, developable land within the one-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in dwelling units per acre allowed by the current zoning, will be calculated.
- 47 Commercial FAR threshold [50 employees/acre (suburban) or 150 employees/acre (urban)]** – A Commercial floor-area ratio (FAR) that results in an estimated 50 employees/acre (suburban) or 150 employees/acre (urban) as an average for the entire developable commercially zoned area within a half mile

Project Information Forms

of the project. For all commercially zoned, developable land within the one-mile corridor (for all land that is either currently used or currently undeveloped), the average density, in building-square-feet-per-acre allowed by the current zoning, will be calculated. The square feet will be converted to employees-per-acre using factors developed by MAPC. Floor-area ratio is the gross floor area of all buildings or structures on a lot divided by the total lot area.

- 48 A future zoned population/employment ratio between 2.0 and 0.75 in the project area** – Dwelling units will be converted to population based on the average population per household for the community from the 2000 Census. The total population within the one-mile corridor will be divided by the total employment calculated within the one-mile corridor to produce a population/employment ratio. If a project allows a community to move towards the ratio range, MAPC may exercise professional judgment in allocating points.

Communities below the lower end of this ratio (0.75, meaning not enough housing for the local jobs) can provide supplementary information to indicate that the community has established goals and undertaken actions that will achieve a balance of housing opportunities in the project area. Both planning for goals and the construction of new units must take place. If the new housing produced was within the one-mile corridor around the transportation project being evaluated here, or if the transportation project otherwise improves access to the new housing units, documentation should be provided as supporting evidence to the Boston Region MPO. Appropriate types of information are indicated below:

Using this criterion, municipalities that have done substantial planning that addresses their housing inventory, needs, and goals, and objectives are rewarded. Eligible plans include 418 Housing Strategies (formerly used for Housing Certification), housing elements of 418 Community Development Plans, plans developed under the Planned Production regulation, and other types of local, subregional, or regional housing plans. Plans must have been adopted since January 1, 2000. Regional plans must have been adopted by the municipality in order to qualify. To be adopted, a plan must have been approved by vote of an appropriate elected or appointed municipal entity, such as a planning board, board of selectmen, city council, mayor, or town meeting.

If your municipality has a housing plan that qualifies, please submit a copy of the cover page, table of contents, and executive summary of the plan, along with the date of the plan and which local elected or appointed entity approved the plan.

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Documentation of new units constructed should come from the number of building permits issued, and the number of residential units approved annually since 2000.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 9a in the community's application.

More information on the Commonwealth Capital Development program is available at www.mass.gov/commcap.

- 49 A mix of uses is allowed within the area** – Mixed-use zoning districts embody the traditional compact development of land, buildings, and structures by integrating a variety of complementary uses, such as residential, retail, office, civic, and entertainment. This criterion is intended to encourage communities to redevelop first and to give priority to transportation projects that support the concentration of development in new or existing mixed-use districts that include residential, commercial, and civic uses.

For the purpose of this criterion, mixed-use zoning must allow a combination of significantly different uses within the same district. Eligible mixed-use districts will typically occur in city, town, or village centers; around transit locations; or in other appropriate locations. Large zoning districts that are predominately residential but allow limited non-residential uses, such as churches, schools, agriculture, and/or home occupations are not eligible. At least part of these districts must be within the one-mile corridor around the transportation project being evaluated.

A transit-oriented development (TOD) district is considered a mixed-use district under this criterion. TOD is compact, walkable development centrally located transit stations. In general, TODs include a mix of uses, such as housing, shopping, employment, and recreational facilities within a design that puts a high priority on serving transit and pedestrians. Key features of TOD include a mix of uses, moderate to high density, pedestrian orientation/connectivity, transportation choice, reduced parking, and high-quality design.

To demonstrate that mixed uses are allowed, submit the citation of the zoning ordinance or bylaw, provide a list of uses allowed, and describe using text and/or maps the area covered by the zone. Designation by the Department of Housing

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and Economic Development (DHED) as an approved 40R district will be considered proof that a mixed-use zone is in place. Information on building permits issued since July 1, 2003, for mixed-use development in these districts should also be provided.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 4, 4a, and 4b in the community's application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at mass.gov/commcap.

50 Maximum parking requirements – (≤ 3 per 1000 square feet of commercial-suburban; ≤ 1.0 of urban).

51 For all new development, a TDM program is required that includes at least four of the following components:

- **Ridesharing program**
- **Parking restrictions or pricing policies**
- **Alternative work hours**
- **Telecommuting options**
- **Subsidized transit use and other financial incentives**
- **Areawide strategies**, such as membership in Transportation Management Associations
- **Subsidies for local transit service**
- **Multi-occupant vehicle access** – Provide access to site and turnaround space for multi-occupant vehicles up to 25 feet in length

52 50% of new roadway capacity preserved in Corridor Land Use plan. If a Corridor Land Use plan has been developed and adopted by all of the corridor communities that are designed to preserve at least 50% of the new roadway capacity of the project, the project will receive a high rating.

P13 How does the project improve access for pedestrians, bicyclists, and public transportation? Describe what improvements are in the project for pedestrians, bicyclists, and public transportation, and what level of improvement will be achieved over existing conditions.

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P14 How does the zoning of the area within one-half mile of this project support transit-oriented development and preserve any new roadway capacity? Will the project have an impact on adjacent land uses? Please review the land use information if the project is expected to have an impact on land use. Provide any information you have that is different from that reported on this form. Is there a local project currently under development that would provide a better balance between housing and jobs in this corridor? If so, please provide details on the project status.

P15 How is the project consistent with local land use policies? Explain how this project will support existing or proposed local land use policies.

Economic Development

53 Serves a targeted redevelopment site – The redevelopment of brownfield sites, downtown districts, abandoned shopping centers, historic mill buildings, or otherwise decadent, substandard, or blighted areas serves as a critical strategy in expanding economic development, creating new housing opportunities, and building livable, vibrant communities. By redeveloping such areas, sites, and buildings, fewer “greenfield” sites are developed, compact and often historic centers are revitalized, and underutilized properties are returned to productive use. By cleaning up brownfield sites, environmental contamination is mitigated, improving ecological and human health as well as economic opportunity. This criterion rewards planning actions that contribute to successful redevelopment.

The proponent should provide information demonstrating that planning is underway to redevelop brownfield sites, downtown districts, or other economic redevelopment target areas. The transportation project under review must assist in this redevelopment effort.

Planning should include three activities:

- Develop an inventory of potential redevelopment sites. Some examples are a local or regional inventory of brownfield sites, a building inventory of a downtown district, or an inventory of mill buildings. The inventory must contain basic information, such as address, site ownership, and any relevant descriptions. Brownfield inventories should include the property information, brownfields data (such as DEP tracking number, assessment status, and liability status if known), and municipal contact information. These inventories should be updated at least every two years. •

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- Develop a remediation, revitalization, or reuse strategy that outlines the specific steps needed to bring sites, buildings, or districts back into productive use. A currently active Urban Renewal Plan or Commercial Area Revitalization District (CARD) Plan, approved by DHCD, are examples of an eligible plan. The municipality must be an integral partner in the creation of the strategy. These strategies/plans should be no older than five years or demonstrated to be currently active.
- Site planning for reuse/redevelopment of brownfields, vacant buildings, or downtown districts. The municipality must be an active participant in the site-planning activities. Examples of eligible activities include completing a plan by convening a design charrette or hiring an architect or landscape architect to create site plans for a redevelopment project. These plans must have been completed since July 1, 2003.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community's application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at www.mass.gov/commcap.

54 Municipality provides financial or regulatory support for targeted redevelopment – The proponent should provide information demonstrating that the community has developed regulatory or financial incentives for redevelopment of the sites targeted under question 52 above. Incentives can include:

- Direct local funding. Funding must be at a meaningful level and could be provided through a variety of means, including the creation of a revolving loan program, a brownfields cleanup program, or bond authorization. Funding must have been used since July 1, 2003. Regional funding of brownfield assessment or remediation will earn the points as long as the funding has been used in the municipality since July 1, 2003.
- Local tax incentives, include use of Tax Increment Financing (TIF), District Improvement Financing (DIF), the new Urban Center Housing TIF, Special Tax Assessment (STA), and Business Improvement Districts (BID). To be eligible for points, such a tax incentive must not be just available, but have actually been used by a development since January 1, 2000, and be currently active.

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- Changes to the permitting (zoning, other bylaws, building permit, occupancy permits, or other necessary approvals) process since July 1, 2003, that simplify or expedite the permitting for redevelopment of brownfield or greyfield sites.

At least one of these incentives must have been in place by the end of 2006 to qualify.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Question 15 in the community's application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met.

More information on the Commonwealth Capital Development program is available at www.mass.gov/commcap.

- 55 Encourages development of affordable housing that is accessible to employment centers.** An insufficient supply of affordable housing continues to be a key problem facing the Commonwealth. Communities are rewarded under this criterion for having created a significant number of affordable units, as measured on the Subsidized Housing Inventory (SHI). The affordable housing developed must be within the one-mile corridor around the transportation project under review. A determination will be made based on information demonstrating that the community has attained a Planned Production certification from the Department of Housing and Community Development or attained its Chapter 40B 10% affordable housing threshold; that funding for the rehabilitation of housing units from state, federal, or local sources has been authorized since July 1, 2003; and that the production of housing units on municipal land or with municipal funding has taken place since July 1, 2003.

If your community has applied to the Commonwealth Capital Development program, most of this information will be available under Questions 12, 13, and 14 in the community's application. This same information can be provided to the Boston Region MPO to demonstrate that this criterion has been met. More information on the Commonwealth Capital Development program is available at www.mass.gov/commcap.

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56 Supports Regional Freight Infrastructure

- Supports infrastructure improvements to a designated or known truck route.
- Supports infrastructure improvements to a known or proposed industrial center.
- Supports infrastructure improvements to a major port or airport or intermodal transfer facility.

P16 How is the project consistent with state, regional, and local economic development priorities? Explain how this project will support economic development in the community or in the project area.

Cost per Unit

These two measures of cost per unit are derived from dividing project cost with quantified data in the MPO database. They will only be used to compare similar types of projects

57 \$ per User (ADT for roadway projects or other user estimate) – Cost (question 7) divided by ADT (question 28 or other user estimate).

58 \$ per Lane-Miles – Cost (question 7) divided by proposed total lane-miles (questions 10 and 11).

PROJECT EVALUATION

Transportation Improvement Program (TIP) Roadway Project Information Forms are evaluated based on the TIP criteria, which were developed based on the policies of the MPO as stated in the Regional Transportation Plan. Evaluations are given to each project in the seven criteria categories based on information from the project information forms.

- a. Condition
- b. Safety
- c. Mobility
- d. Community
- e. Environment
- f. Land Use

Project Information Forms

g. Economic Development

Starting in 2006, two levels of evaluation, encompassing all seven criteria categories, have been performed on each project:

Needs Criteria – Performed on all project ideas to determine the relative need for transportation improvements in the project area.

Project Criteria – Performed on all projects that have sufficient design to assess the magnitude of transportation improvements and the effect on environmental justice, land use, economic development, and environmental conditions of the project area.

THE BASIC STRUCTURE OF THE EVALUATION SYSTEM

Each criterion is evaluated as follows:

- Need criteria scored 3 to zero
- Project effectiveness criteria scored 3 to negative 3

A score of 3 indicates the “highest need”/”most effective,” negative 3 indicating the “most counter to the criteria,” and zero indicating “no need”/”neutral to the criteria.” Where no information is available, the item will be left blank and will count against the sum/average as zero (neutral).

The projects’ scores for each criteria are averaged by criteria category:

- Condition Need
- Condition Effectiveness
- Safety Need
- Safety Effectiveness
- Mobility Need
- Mobility Effectiveness
- Community
- Environment

Project Information Forms

EXPLANATION OF MEASURES

Condition Need Criteria

A. Pavement condition in project area

Pavement Roughness

Three: IRI rating greater than 320: Poor

Two: IRI rating between 320 and 191: Fair

Zero: IRI rating less than 190: Good

Pavement Serviceability Rating

Three: PSR Rating less than 1.75: Recommends total reconstruction

Two: PSR Rating between 1.75 and 2.5: Recommends structural overlay

One: PSR Rating between 2.5 and 2.75: Recommends thin overlay

Zero: PSR Rating more than 2.75: Recommends routine maintenance or adequate pavement

If both ratings are available, the average of the two scores (rounded up) will determine the zero to three score.

Where the community has a pavement management system, the rating is based on the type of work recommended:

Three: Total reconstruction

Two: Structural overlay

One: Thin overlay

Zero: Adequate pavement

B: Bicycle/pedestrian condition in project area

Three: Project area does not have existing bicycle and pedestrian provisions

Two: Project area has pedestrian provisions on one side of the roadway

One: Project area has pedestrian provisions on both sides of the roadway

Zero: Project area has existing bicycle and pedestrian provisions

C. Identified condition issues in project area

Three: Project area has a specific and significant identified condition issue

Two: Project area has major condition issues

One: Project area includes minor condition issues

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Zero: Project area does not address an identified condition issue

Condition Project Criteria

Three: Meets or addresses criteria to a high degree

Two: Meets or addresses criteria to a medium degree

One: Meets or address criteria to a low degree

Zero: Does not meet or address criteria

Negative One: Counter to criteria to a low degree

Negative Two: Counter to criteria to a medium degree

Negative Three: Counter to criteria to a high degree

For Condition, each project will be evaluated by criteria that are specific to the category of the project.

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Improves the roadway surface to state of good repair	Improves the roadway surface to state of good repair	Restores bridge to structural adequacy	Improves pedestrian and bicycle amenities, landscaping, or general aesthetics	Repairs existing shoulder on designated bicycle route	Improves transit access. Regional mobility is TDM, Suburban Mobility, etc.
B	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.	Improves other identified infrastructure problems, e.g., signage, lighting, signals, etc.		Repairs existing bicycle lane or trail	Improves other identified infrastructure problems
C	Repairs existing bicycle/pedestrian amenities		Restores bridge to functional adequacy		Repairs existing sidewalks and crosswalks	
D	Improves road conditions for bicyclists and pedestrians		Repairs existing bicycle/pedestrian amenities			

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			amenities			
E			Addresses weight restriction			
F			Addresses bridge clearance issue			

Safety Need Criteria

- A. High-crash location in project area that's in MassHighway's list of top 1,000 crash locations.

Three: If a top 200 crash location was located in the project area

Two: If a top 500 crash location located in the project area

One: If a top 1,000 crash location located in the project area

Zero: No top 1,000 crash location located in the project area

- B. Identified safety issues in project area

Three: Project area has a specific and significant identified safety issue

Two: Project area has major safety issues

One: Project area includes minor safety issues

Zero: Project area does not address an identified safety issue

Safety Project Criteria

Three: Meets or addresses criteria to a high degree

Two: Meets or addresses criteria to a medium degree

One: Meets or address criteria to a low degree

Zero: Does not meet or address criteria

Negative One: Counter to criteria to a low degree

Negative Two: Counter to criteria to a medium degree

Negative Three: Counter to criteria to a high degree

For Safety, each project will be evaluated by criteria that are specific to the category of the project.

Project Information Forms

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Will result in improved safety conditions for each mode	Will result in improved safety conditions for each mode	Will result in improved safety conditions for each mode	Will result in improved safety conditions for pedestrians, bicyclists, and/or transit users	Will result in improved safety conditions for bicyclists and/or pedestrians	Will result in improved safety conditions for pedestrians, bicyclists, and transit users.
B	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Addresses an identified safety problem for one or more modes	Will result in improved safety conditions across modes
C	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Includes design elements to reduce vehicle speeds	Provides lighting or other safety features
D	Includes elements to further separate movements with the worst crash history	Includes elements to further separate movements with the worst crash history	Includes elements to further separate movements with the worst crash history		Includes elements to further separate movements with the worst crash history	
E	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Provides sidewalks and remedies existing bicycle/bedestrian safety problems	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing	Reduces distance required for pedestrians to cross, or otherwise provides for protected pedestrian crossing
F	Provides sidewalks and remedies existing bicycle/pedestrian safety problems				Provides other safety benefits to users	

Project Information Forms

Mobility Need Criteria

A. Average daily traffic in project area

Three: ADT in project area is in the top 80% of projects

Two: ADT in project area is in the top 60% of projects

One: ADT in project area is in the top 40% of projects

Zero: ADT in project area is in the top 20% of projects

Negative One: ADT in project area is in the bottom 20% of projects

B. Mobility Management System

Three: MMS data indicates that the project area is in the top 80% of the most congested project areas monitored

Two: MMS data indicates that the project area is in the top 60% of the most congested project areas monitored

One: MMS data indicates that the project area is in the top 40% of the most congested project areas monitored

Zero: MMS data indicates that the project area is in the top 20% of the most congested project areas monitored

Negative One: MMS data indicates that the project area is in the bottom 20% of the most congested project areas monitored

C. Transit Usage

Three: Project area supports an intermodal connection

Two: Project area accommodates transit service

Zero: Transit does not use project area

D. Identified mobility issues in project area

Three: Project area has a specific and significant identified mobility issue

Two: Project area has major mobility issues

One: Project area includes minor mobility issues

Zero: Project area does not address an identified mobility issue

Mobility Project Criteria

Three: Meets or addresses criteria to a high degree

Two: Meets or addresses criteria to a medium degree

Project Information Forms

One: Meets or address criteria to a low degree

Zero: Does not meet or address criteria

Negative One: Counter to criteria to a low degree

Negative Two: Counter to criteria to a medium degree

Negative Three: Counter to criteria to a high degree

For Mobility, each project will be evaluated by criteria that are specific to the category of the project.

	Arterial	Major Highway	Bridge	Enhancement	Bicycle/ Pedestrian	Regional Mobility
A	Improves LOS or otherwise relieves traffic congestion	Improves LOS or otherwise relieves traffic congestion	Removes a current travel restriction	Directly benefits more than one community or subregion	Provides connections to existing trails, sidewalks, transit stations, and other intermodal facilities	Meets an identified need not otherwise served
B	Includes signal equipment upgrades for adaptive signal controls and coordination with adjacent signals (ITS)	Reduces traffic on alternative routes	Improves mobility; reduces traffic congestion	Provides better regional connectivity or addresses a missing link in the transportation system	Provides new connections across roadways or natural barriers	Provides additional mode choice to regional residents or complements another nearby TDM initiative
C	Includes additional auto travel lanes, including turning lanes	Includes additional auto travel lanes, including turning lanes	Includes additional auto travel lanes, including turning lanes	Number of persons benefiting	Removes existing obstruction	Proposed park-and-ride lot is served by transit
D	Prioritizes signals for transit vehicles (ITS)	Provides multimodal/non-SOV elements	Improves bicycle/pedestrian access	Is the project a component of a larger overall effort?	Improves signage	Provides convenient nonmotorized connection to nonmotorized trail
E	Provides multimodal/non-SOV elements	Provides new path for pedestrians/bicyclists to cross roadway	Carries >10% truck volumes; is part of the regional truck	PBenefits primarily new or underserved users	Number of persons benefiting	Increases efficiency of existing parking

Appendix B

Project Information Forms

			network			
F	Provides or repairs sidewalks, crosswalks, and bicycle lanes	Enhances freight movement for regional or local commerce	Improves travel reliability for regularly scheduled transit services		Benefits primarily new or underserved users	For park-and-ride, the proposed parking supply is sufficient for demand
G	Enhances freight movement for regional or local commerce	Improves travel reliability for regularly scheduled transit services	Improves emergency-vehicle mobility			Used by regularly scheduled transit services
H	Closes existing gaps in bicycle lanes or sidewalks	Includes other ITS elements to improve traffic flow (e.g., variable message signs, ramp metering)				Improves regional connections and intermodal access
I	Improves travel reliability for regularly scheduled transit services					Project demand, including seasonal variation, if appropriate

J	Improves emergency-vehicle mobility					Improves access for nonmotorized travel
K	Carries >10% truck volumes; is part of the regional truck network					
L	Includes other ITS elements to improve traffic flow (e.g., variable message signs)					

Project Information Forms

Community Criteria

A. Environmental Justice

Three: Project located in an MPO community of concern and major project benefits outweigh the project burdens
Two: Project located in an MPO target population and major project benefits outweigh the project burdens
One: Project located in an MPO target population and minor project benefits outweigh the project burdens
Zero: Local project benefits balance the project burdens Negative One: Project located in an MPO target population and minor project burdens outweigh the project benefits
Negative Two: Project located in an MPO target population and major project burdens outweigh the project benefits
Negative Three: Project located in an MPO community of concern and major project burdens outweigh the project benefits

For a project area NOT identified as being located in an MPO-defined environmental justice community of concern or target population

One: Where the project benefits outweigh the project burdens
Zero: Where the project benefits balance the project burdens
Negative One: Where the project burdens outweigh the project benefits

B. How the project relates to community character

Three: Project specifically improves community character
Two: Project includes major elements that improve community character
One: Project includes minor elements that improve community character
Zero: Project does affect community character
Negative One: Project includes minor elements that degrade community character
Negative Two: Project includes major elements that degrade community character
Negative Three: Project significantly degrades community character

Project Information Forms

Environmental Criteria

A. Environmental mitigation of project

Three: Project mitigates significant existing environmental issues

Two: Project includes major elements mitigating existing environmental issues

One: Project includes minor elements mitigating existing environmental issues

Zero: Project has no significant environmental issues

Negative One: Project includes minor elements that have negative environmental impacts

Negative Two: Project includes major elements that have negative environmental impacts

Negative Three: Project has significant negative environmental impacts

B. Air quality improvement by project

Three: Project significant improves air quality

Two: Project includes major elements improving air quality

One: Project includes minor elements improving air quality

Zero: Project has no significant air quality impacts

Negative One: Project includes minor elements that have negative air quality impacts

Negative Two: Project includes major elements that have negative air quality impacts

Negative Three: Project has significant negative air quality impacts

Land Use Criteria

Land Use Criteria score –

59 Average residential density allowed by zoning (within a one-mile corridor around project) – calculated by MAPC

- 1 point if above 7 DU/acre (for suburban communities)
- 1 point if above 50 DU/acre (for urban communities)
- 0 points otherwise

Project Information Forms

- 60** Average employment density allowed by zoning (within a one-mile corridor around project) – calculated by MAPC
- 1 point if above 50 employees/acre (for suburban communities)
 - 1 point if above 150 employees/acre (for urban communities)
 - 0 points otherwise
- 61** Average population-to-employment ratio allowed by zoning (within a one-mile corridor around project) – calculated by MAPC
- 1 point if the ratio is between 2.0 and 0.75, or
 - 1 point if the ratio is below 0.75 but community responses indicate recent residential development in the corridor (designed as + on the spreadsheet)
- 62** Mixed uses allowed in corridor – determined by MAPC based on zoning, Commonwealth Capital forms, and community responses
- 1 point if mixed use allowed
 - 0 points if not
- 63** Maximum parking requirements in the corridor of three spaces or less/1000 square feet of commercial space in suburban communities, one space or less/1000 square feet in urban communities – determined by MAPC based on zoning.
- 1 point if maximum not exceeded
 - 0 points if exceeded
- 64** Community requirements for TDM program for new development – determined by MAPC based on zoning.
- 1 point if community has appropriate TDM program
 - 0 points if not

Project Information Forms

65 Corridor Land Use Plan has been developed and adopted by all corridor communities that is designed to preserve at least 50% of all new roadway capacity from project.

- 1 point if plan exists and has been adopted by all communities
- 0 points if plan doesn't exist or has not been adopted by all communities

66&67 Percentage of Wetlands (40) and Greenfields (41) in corridor – calculated by MAPC

- -1 point if the total for Wetlands and Greenfields is greater than 33% (except for bicycle/pedestrian and enhancement projects, which are not penalized)
- 0 points if the total is 33% or less, and for bicycle/pedestrian and enhancement projects

Economic Development Criteria

Economic Development Criteria score – total points from #52 through #55

68 The project serves a targeted redevelopment site – determined by MAPC based on Commonwealth Capital forms and community responses.

- 1 point if the project provides access to the site
- 0 points if the project does not provide access, or if a redevelopment site has not been identified

69 The community provides financial or regulatory support to the targeted redevelopment site – determined by MAPC based on Commonwealth Capital forms, and community responses

- 1 point if the project provides access to a designated redevelopment site and the community provides support
- 0 points if the community does not provide support

70 The project provides access between new affordable housing and employment centers – determined by MAPC based on Commonwealth Capital forms and

Project Information Forms

community responses

- 1 point if the community has recently developed affordable housing in the corridor (or affordable housing is currently under development in the corridor)
- 0 points if the community has not recently developed affordable housing in the corridor

71 Supports regional freight movement – determined by MAPC based on community responses

- 1 point if the project supports regional freight movement
- 0 points if not

Appendix C

Status of Fiscal Year 2007 Roadway Projects

This chapter lists information about the status of roadway projects in the federal fiscal year 2007 element of the federal fiscal years 2007–2010 TIP.

The information included is presented in the following format:

Municipality	Project	ID number
Description		
Current Status		

Municipality: The community(ies) in which the project is located

Project: The location or name of the project

ID number: Projects in MassHighway's project tracking system are given a six-digit number; those projects not in the project tracking system have no number.

Description: The description of the project

Current Status: States the current status of a project: removed by amendment, reprogrammed, obligated, advertised for construction, or expected to be advertised for construction.

FFY 2007 Roadway Projects

Arlington	Massachusetts Avenue (Design) - Earmark	604687
Fund design of Massachusetts Avenue from Pond Street to the Cambridge City Line.		
Current Status: <i>Expected to be obligated in a future TIP.</i>		
Boston	Boston University Highway Corridors Study	DM0338
Fund the study of corridors in the Boston Region.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston	Boston Traffic Management Center Operations	DM0282
Provide funds for operation of the City of Boston's Traffic Management Center.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston	Commonwealth Ave, Phase B	600635
Fund the reconstruction of Commonwealth Avenue from Warren St./Kelton St. to the Newton city line.		
Current Status: Project advertised 9/22/07.		
Boston	Bridge - Chelsea St over the Chelsea River	604517
Replace the Chelsea Street Bridge (B-16-020) over the Chelsea River.		
Current Status: Project advertised 9/15/07.		
Boston	Longwood Ave / Urban Ring Tunnel Study	DM0329
Fund a study of the Longwood Avenue/Urban Ring Tunnel in Boston.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston	Huntington Ave. near the Symphony	DM0293
Reconstruct Huntington Avenue.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston	National Park Traveler Information System & Visitor Center	DM0327
Provide funds for the National Park Traveler Information System and Visitor Center in Boston.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston Region	Improving the Region's Bicycle Parking Infrastructure Program	DM0356
Fund the improvement of the Boston Region's bicycle infrastructure and regional bicycle parking issues.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Boston Region	Regional Transportation Demand Management Program	DM0247
Provide funding for regional or local shuttles, the formation of Transportation Management Associations (TMAs), or other Transportation		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		

FFY 2007 Roadway Projects

Boston Region	Suburban Mobility Improvement Program	DM0246
Provide funding for programs and projects that improve the mobility of residents in areas currently not served or underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed (e.g., suburb- Current Status: Project funds obligated 7/16/07.		
Burlington & Woburn	Interstate 95	604650
Fund repitching of breakdown lane and structural overlay on Interstate 95. Current Status: Project advertised 9/8/07.		
Canton, Dedham, Milton, Randolph & Westwood	Route 128 Bridges	87800
Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions Current Status: Project advertised 9/22/07.		
Canton, Randolph, Westwood	Route 128 Improvement Program Contract 4, Year One	087800
Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway. Current Status: Project advertised 9/22/07.		
Concord	Bridge - Monument St over the Concord River	601442
Rehabilitate the Monument Street Bridge (C-19-13) over the Concord River. Current Status: Project advertised 9/1/07.		
Danvers & Peabody	Border to Boston Bikeway (Design)	DM0322
For the purposes of design, engineering and permitting for rail trail from Salisbury to Danvers. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Hingham	Route 228, Phase 2	604391
Reconstruct roadway and perform intersection improvements from Queen Anne's Corner (Route 53) to Merrymount Road Current Status: Project advertised 8/11/07.		
Littleton & Westford	Interstate 495	604362
Fund repitching of breakdown lane and structural overlay on Interstate 495. Current Status: Project advertised 8/25/07		
Milford, Hopkinton, Westborough & Southborough	Interstate 495	604701
Fund repitching of breakdown lane and structural overlay on Interstate 495. Current Status: Project advertised 8/4/07.		
Milton	East Milton Parking Deck Study	DM0337
Fund the study for the East Milton Parking Deck. Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		

FFY 2007 Roadway Projects

Randolph to Wellesley	Route 128 Improvement Program (Design)	DM0216
Widen Route 128 by one lane in each direction from Wellesley to Randolph, replace associated bridges, and improve the safety conditions of the roadway.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Revere	Park Ave and Central Ave	601935
Reconstruct Park Avenue and Central Avenue.		
Current Status: Project advertised 8/25/07.		
Revere & Saugus	Bridge - Route 107 Bridges	118160
Replace two bridges on Route 107: R-5-7 over the Pines River and R-5-9 over the Diamond Creek.		
Current Status: Project advertised 9/8/07.		
Somerville	I-93 Mystic Avenue Interchange (Study and Design)	600831
Fund the design and study of the Interstate 93/Route 28/Mystic Avenue Interchange (Fells-McGrath Highway).		
Current Status: <i>Expected to be obligated in federal fiscal year 2008.</i>		
Somerville	Union Square Improvements (Study)	DM0328
Fund a study of Union Square in Somerville.		
Current Status: <i>Expected to be obligated in federal fiscal year 2008.</i>		
Stoneham, Winchester, & Woburn	Tri-Community Bikeway (Design)	604652
Design and construct a 5.7-mile bicycle facility in Stoneham, Winchester, and Woburn.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		
Wenham	Route 97 Intersections	604028
Safety and intersection improvements on Route 97 (Topsfield Road) at Cherry and Maple Streets.		
Current Status: Project advertised 9/1/07.		
Weymouth	Route 18 Design	601630
Design and widen Route 18 (Main Street) from two to four lanes from Route 3 in Weymouth to Route 139 in Abington.		
Current Status: <i>Expected to be obligated prior to the close of federal fiscal year 2007.</i>		

Appendix D

Status of Federal

Fiscal Year 2007 Transit Projects

This chapter of the Transportation Improvement Program (TIP) lists information about the status of transit projects on the fiscal year 2007 element of the fiscal years 2007–2010 TIP.

Funds Programmed: Total funds programmed in the fiscal year 2007 element of the fiscal years 2007–2010 TIP

Pending: Application being prepared to be submitted to FTA

Completed: Application submitted to FTA

Approved: Funds executed

Section 5307

		<i>Funds Programmed</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Blue Line	Blue Line Vehicles	\$13,332,437			
Systemwide	Station Security Program	\$10,000,000			
Systemwide	Zero Series Bus Replacement	\$72,847,337			
Systemwide	Elevator Repl/Rehab	\$5,000,000			
Systemwide	Public Address System	\$10,000,000			
Systemwide	Grant Anticipation Notes (GANs) Program	\$22,201,210			
Systemwide	Everett Maintenance Facility	\$5,000,000			
Systemwide	Redundant Operations Control Center	\$3,000,000			
Systemwide	MBTA Enhancement Program	\$1,189,227			
Systemwide	Preventative Maintenance	\$2,500,000			
Section 5307 MBTA Total		\$145,070,211			

Section 5309

		<i>Programmed Funds</i>	<i>Pending</i>	<i>Completed</i>	<i>Approved</i>
Blue Line	Blue Line Modernization	\$35,885,273			
Green Line	Lechmere Intermodal	\$4,516,944			
Green Line	MBTA Accessibility Program	\$15,840,486			
Orange Line	Orange Line Upgrades	\$2,000,000			
Red Line	Charles/MGH Station	\$4,900,000			
Systemwide	Kawasaki Coaches	\$2,000,000			
Systemwide	Locomotive and Coach Procurement	\$2,000,000			
Systemwide	Station Management Program	\$14,478,146			
Systemwide	MBTA Bridge Program	\$6,000,000			
Commuter Rail	Commuter Rail Top Deck Overhaul	\$5,000,000			
Commuter Rail	Commuter Rail Coach Overhaul	\$2,300,000			
Red Line	Columbia Junction Signal Program	\$2,000,000			
Systemwide	Power Improvements	\$5,783,745			
Systemwide	Haverhill Line Improvements	\$3,000,000			
Section 5309 MBTA Total		\$105,704,594			

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
5/9/2007	Stephen LeDuc, State Representative - Fourth Middlesex	Wrote in support of 604989 - Main Street Reconstruction in Southborough. Also stated that Southborough has never had a municipal roadway funded in the TIP.	The Transportation Planning and Programming Committee endorsed a program that did not include Southborough - Main Street Reconstruction.
6/12/2007	Lisa Lepore, Chair - Inner Core Committee	Wrote to submit Inner Core's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development: Watertown – Pleasant Street/Howard St; Newton – Commonwealth Ave, Phase 3; Cambridge, Belmont, Somerville – Alewife Station Bicycle Facility; Boston – Tremont Street; Boston – Massachusetts Ave; Somerville – Beacon Street; Somerville Community Bike Path; Everett – Route 99; Quincy – Quincy Center Concourse; Saugus - Route 1/Walnut St; Everett and Medford - Telecom Ave; Lynn, Malden, Revere, Saugus - Bike to the Sea; Lynn - Intersections of Dan Quarry, Millard and Parker Hill Ave.	The Transportation Planning and Programming Committee endorsed a program that did include: Watertown – Pleasant Street/Howard St, FFY 2008 element; Newton – Commonwealth Ave, Phase 3, FFY 2008 element; Cambridge, Belmont, Somerville – Alewife Station Bicycle Facility, FFY 2008 element; Boston – Massachusetts Ave, FFY 2008 element; Boston – Tremont Street, FFY 2009 element; Somerville Community Bike Path, FFY 2009 element; Quincy – Quincy Center Concourse, Phase 2, FFY 2009 element; Everett – Route 99, FFY 2010 element; Somerville – Beacon Street, FFY 2011 element.
6/14/2007	John Stasik, Chair - MetroWest Transportation Task Force	Wrote to submit MetroWest Transportation Task Force's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St.	The Transportation Planning and Programming Committee endorsed a program that did not include: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St.
6/14/2007	Joan Blaustein, Staff Coordinator - North Suburban Planning Council	Wrote to submit NSPC's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Stoneham, Winchester, Woburn – Tri-Community Bikeway; Woburn – Magazine Hill Park and Ride; Woburn – New Boston Street Bridge; and Wakefield – Salem Street Three Intersections. NSPC also expressed concerns about the MassHighway review process.	The Transportation Planning and Programming Committee endorsed a program that did include: Wakefield – Salem Street Three Intersections, FFY 2009 element, and Stoneham, Winchester, Woburn – Tri-Community Bikeway, FFY 2011 element. It should be noted that the Woburn – Magazine Hill Park and Ride was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP.
6/14/2007	Gino Carlucci, Chair - SouthWest Advisory Planning Committee	Wrote to submit SWAP's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Bellingham – Pulaski Blvd; Medway – Route 109; Franklin – Lincoln St and Main St; Milford – Veterans Memorial Drive Alternate Route; and the Wrentham – 1A/I-495 slip ramp.	The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Bellingham – Pulaski Blvd; Medway – Route 109; Franklin – Lincoln St and Main St; Milford – Veterans Memorial Drive Alternate Route; and the Wrentham – 1A/I-495 slip ramp.
6/14/2007	Brian Watson, Chairman - North Shore Task Force	Wrote to submit NSTF's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Essex – Route 133/Main Street; Wenham – Route 97 Intersections; Border to Boston Bikeway (Design); Ipswich – Route 1A/High Street bridge and the Ipswich Explorer; Danvers – Waters Street Bridge over the Waters River; and Beverly/Salem – Intermodal Improvements Project and Bridge Street Project.	The Transportation Planning and Programming Committee endorsed a program that did include the following projects: Essex – Route 133/Main Street, FFY 2008 element; Border to Boston Bikeway (Design), FFY 2008 element. It should also be noted that funding for the Beverly/Salem – Intermodal Improvements Project and Ipswich Explorer, as well as the Bridge Street project, was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP.

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
6/15/2007	Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Wrote to submit MAGIC's list of priority projects for the FFY 2007 amendment and FFYs 2008 - 2011 TIP development. They are: Concord and Lincoln – Crosby's Corner; Concord – Route 62; Hudson – Route 85 and the Houghton Street Bridge; Lexington – Route 2A/Waltham St; Littleton – Goldsmith Street; Bedford – Middlesex Turnpike (all phases); Sudbury – Route 20/Landham Road; Acton and region – Assabet River Trail and Bruce Freeman Trail; Bolton – Route 115/Hudson Road; and Boxborough – Route 111 Bike/Ped.	The Transportation Planning and Programming Committee endorsed a program that did include the following projects: Concord – Route 62, FFY 2008 element; Concord and Lincoln – Crosby's Corner, FFYs 2009 – 2011 elements; Bedford – Middlesex Turnpike, FFYs 2010 – 2011 elements; Acton and region – Assabet River Trail, FFY 2010 element; and Acton and region – Bruce Freeman Trail, FFY 2011.
6/19/2007	Richard Stenson, Director of Public Works - Wakefield	Wrote to express that 603311 - Salem Street and Three Intersections is an extremely important project and should be programmed no later than FFY 2010 on the TIP.	The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element.
6/19/2007	Mark Falzone, State Representative - Ninth Essex	Wrote to express his concern that the Salem Street Three Intersections project (603311) not be removed from the TIP.	The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element.
6/20/2007	Richard Tisei, State Senator - Middlesex and Essex	Wrote to express his strong support for the Wakefield – Salem Street Three Intersections project and requested that it be placed back on the TIP for FFY 2010.	The Transportation Planning and Programming Committee endorsed a program that did include the Wakefield - Salem Street Three Intersections project in the FFY 2009 element.
6/20/2007	Taber Keally, Chair - Three Rivers Interlocal Council	Submitted TRIC's list of priorities for the subregion. They are Route 138, Canton (603883), North Street, Foxborough (600283), Central Ave, Milton (604206), Pleasant Street/Morse Street Intersection, Norwood (DM0303), East/West Connector, Canton (DM0037), Blue Hills Parkway/Brook Road, Milton (DM0267).	The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Route 138, Canton (603883), North Street, Foxborough (600283), Central Ave, Milton (604206), Pleasant Street/Morse Street Intersection, Norwood (DM0303), East/West Connector, Canton (DM0037), Blue Hills Parkway/Brook Road, Milton (DM0267).
6/21/2007	Robert Fennell, State Representative - 10th Essex	Wrote to express his support for and ask for inclusion of three projects in the draft FFYs 2008 - 2011 TIP: Intersection of Lynnfield St/Millard Ave/Den Quarry Road/Parker Hill Ave, Lynnfield St from Colonial Street to Wyoma Square, and Broadway from Pickering to Boston Street. He stated that these projects will ensure greater safety for the high traffic roadways of the North Shore.	The Transportation Planning and Programming Committee endorsed a program that did not include these projects: Intersection of Lynnfield St/Millard Ave/Den Quarry Road/Parker Hill Ave, Lynnfield St from Colonial Street to Wyoma Square, and Broadway from Pickering to Boston Street.
6/28/2007	Jeffery Nutting, Town Administrator - Franklin	Would like to see the King Street intersection project programmed in FFY 2007. This project was part of a staff recommendation for FFY 2007 and he would like it to stay there. If it is not possible for this project to be programmed in the FFY 2007 element, he would ask that the MPO consider FFY 2008.	The Transportation Planning and Programming Committee endorsed a program that did not include the King Street/I-495 project in the FFYs 2008 – 2011 TIP.
7/13/2007	Joseph Tulimieri, Executive Director - Cambridge Redevelopment Authority	Stated that two Cambridge projects, 604977 - Reconstruction of Third Street, Munroe Street, Fifth Street and Potter Street (\$850,000) and 604993 Innovation Blvd Streetscape (\$1,000,000), had received PRC approval. He stated that both of these projects are "construction-only" and are both earmarks with no associated state or local match. He stated that the roadway project would support a development with 15% affordable housing and that the streetscape would improve pedestrian access in Kendall Square. He requested that both projects be added to the FFYs 2008 - 2011 TIP.	The Transportation Planning and Programming Committee endorsed a program that did include the reconstruction of Third Street, Munroe Street, Fifth Street, and Potter and the Innovation Boulevard Streetscape projects in Cambridge in the FFY 2009 element.
7/17/2007	Frank Hynes, State Representative - Fourth Plymouth	Expressed concern about the amount of time it has taken to start construction on the Union Street Bridge in Norwell/Marshfield. Would like the bridge to be advertised in FFY 2007 and not move to FFY 2008. Included in Rep. Hynes letter as an example of correspondence regarding the Union St Bridge with former Sec. of Transportation John Coglian. Rep. Hynes also cited the Boston Globe op ed by Sec. Cohen and stated that this project should be used as the example for the Patrick Administration's new transportation policies.	The Transportation Planning and Programming Committee endorsed a program that did include the Union Street/Bridge Street bridge project in the FFY 2008 element of the FFYs 2008-2011 Transportation Improvement Program.

Appendix E

Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
7/17/2007	David Flynn, Chairman - Hanover Board of Selectmen, Daniel Pallotta, Hanover Board of Selectmen and R. Alan Rugman, Hanover Board of Selectmen	Wrote to request that project number 602602, roadwork and traffic signals associated with the Route 53/Route 3 bridge project, be added to the draft FFYs 2008 - 2011 TIP.	The Transportation Planning and Programming Committee endorsed a program that did not include the Route 53 and Route 3 projects in the FFYs 2008 – 2011 TIP. The possibility of combining all three projects is still under consideration by MassHighway. The Route 123/Webster Street project is listed as 51% complete with a completion timeline for later this fall.
7/17/2007	Richard Stenson, Director of Public Works - Wakefield	Expressed his support for the acceptance of the draft FFYs 2008 - 2011 TIP and thanked the MPO for its inclusion of the Salem Street Three Intersections project in FFY 2009. He stated that the Salem Street project is critical for the town and supported regionally.	The Transportation Planning and Programming Committee thanks the town of Wakefield for its comments it glad that it could include this much needed project in the FFY 2008 - 2011 TIP.
7/18/2007	Gary Taylor, Chairman - Lincoln	Wrote to express his support for the programming of the Crosby's Corner Project, currently in the draft for FFYs 09 - 11. He thanked the MPO for their work and support. He stated that the intersection is a safety concern for the region and that the severity of accidents there are escalating. In addition, there are plans for a 200 unit senior living community abutting Crosby's Corner. He urges the MPO to make every effort to adhere to the project schedule as it stands.	The Transportation Planning and Programming Committee endorsed a program that did include the Crosby's Corner project in the FFYs 2008-2011 Transportation Improvement Program in the federal fiscal years 2009 – 2011 elements.
7/19/2007	F. Dore' Hunter, Chairman - Acton Board of Selectmen	Expressed support for the Crosby's Corner project in Concord/Lincoln. He stated that Crosby's Corner is the most imminent project on Route 2 and anticipates that the Concord prison rotary will be given equal attention in the near future.	The Transportation Planning and Programming Committee endorsed a program that did include the Crosby's Corner project in the FFYs 2008-2011 Transportation Improvement Program in the federal fiscal years 2009 – 2011 elements.
7/19/2007	William Brownsberger, State Representative - Twenty-Fourth Middlesex	Wrote to express strong support for the Trapelo Road project in Belmont and request that it be included in the FFYs 2008 - 2011 TIP. He stated that the Town has recently upzoned Cushing Square to accommodate smart growth in the area and that there are further plans for upzoning in the area. He also stated that he feels that there are some errors in the evaluation of the project (Appendix A). He stated that the project is at the pre-25% stage and that the programming process may be moving too fast to allow for adequate attention to the accuracy in the rankings.	The Transportation Planning and Programming Committee endorsed a program that did not include the Trapelo Road project. There is only one pre-25% project listed in the FFYs 2008 – 2011 TIP and that project – Weymouth Route 18 redevelopment – is programmed in the FFY 2009 element of the TIP. The Weymouth Route 18 project is vital to the continued smart growth redevelopment of the former South Weymouth Navel Air Station and is a project of regional significance for the South Shore. This project was listed as Weymouth's number one community priority, a South Shore Coalition Ppriority, and a MassHighway priority. Additionally, this project has been included in the TIP since FFY 2005.
7/23/2007	Terry Fancher, Executive Director - South Shore Tri-Community Development Corporation	Wrote to request that money for the Route 18 widening project be programmed in FFY 2008 for the purpose of design and permitting. He stated that only \$830K in funding is listed for design work, but their estimates are that \$1.6M will be needed for design and permitting work, and that adequate funding for this regional transportation project must remain programmed in the FFYs 2008 - 2011 TIP.	The Transportation Planning and Programming Committee endorsed a program that did not include \$1.6M in FFY 2008 for Route 18.
7/23/2007	Robert Hedlund, State Senator - Plymouth and Norfolk	Wrote to express support for his districts two top priorities: The Route 18 widening in Weymouth and the Route 53/Middle Street project in Weymouth. He stated that the Route 18 project is essential to improving the quality of life for Weymouth residents and that the Washington Street/Middle Street project will help alleviate traffic and improve safety conditions in this very busy corridor.	The Transportation Planning and Programming Committee endorsed a program that did include the reconstruction of Route 18 in Weymouth in FFYs 2009 and 2010 elements and did not include the Route 53/Middle Street project.
7/23/2007	James Boudreau, Town Administrator - Norwell	Wrote on behalf of the Town and the Board of Selectmen in support of the Union Street bridge project and requested that it not be moved from the FFY 2007 element to the FFY 2008 element. He stated that the bridge is how emergency service vehicles travel between Norwell and Marshfield and that if the bridge were to close it would dramatically increase response times.	The Transportation Planning and Programming Committee endorsed a program that did include the Union Street/Bridge Street bridge project in the FFY 2008 element of the FFYs 2008-2011 Transportation Improvement Program.

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Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
7/23/2007	Robert Soli, Citizen - Reading	Wrote to express dismay with MassHighway's design of interchanges throughout the Commonwealth. In particular the I93/I95 interchange and the Route 128 corridor. He stated that the drive from Route 128 at Mishawum Road to Route 20 in Weston took 45 minutes at 8:30 AM, compared with the 15 minutes it took when he commuted in 1993.	The Transportation Planning and Programming Committee endorsed a program that did not include the I93/I95 interchange project. This project is included in the Journey to 2030 long range transportation plan as a project for FFYs 2011 to 2020.
7/24/2007	F. Dore' Hunter, Chairman - Acton Board of Selectmen	Wrote to express his objection to the Bruce Freeman Rail Trail project (DM0235) being moved from FFY 2010 to FFY 2011 and the reduction in funding to \$3 million from \$4.4 million. He stated that the trail, when built, will connect numerous business and commercial centers and neighborhoods. He request that the MPO recognize the commitment and support for the Bruce Freeman trail and program it in the FFY 2009 element at \$4.7 million.	The Transportation Planning and Programming Committee endorsed a program that did include Bruce Freeman Rail Trail in the FFY 2011 element of the FFYs 2008-2011 Transportation Improvement Program (TIP) at for the funding amount of \$ 3 million.
7/26/2007	Marc Fournier, Director of Public Works - Hull, William Griffin, Town Manager - Cohasset, Phil Lemnios, Town Manager - Hull and Charles Cristello, Town Administrator, Hingham	Wrote to request programming for the West Corner Culver Replacement Project in the draft FFY 2008 - 2011 TIP. The project is a bridge replacement that is the major bridge leading into the town of Hull. All three towns involved (Hull, Hingham, and Cohasset) list the bridge as a priority and respectfully request programming. He stated that the bridge is a major public safety issue for all three towns. Both the bridge and the tide gates are in extreme disrepair and are structurally deficient.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
7/27/2007	Tony Fields, Chairman - North Suburban Planning Council	Wrote to inquire about the status of Woburn's Magazine Hill earmarks and subsequent programming, expressed support and say thank you for the programming of the Tri-Community Bikeway and Salem Street - Three Intersections (NSPC priorities) and then asked that the New Boston Street Bridge be included in the draft FFYs 2008 - 2011 TIP.	The Transportation Planning and Programming Committee endorsed a program that did include: Stoneham, Winchester, Woburn – Tri-Community Bikeway, FFY 2011; and Wakefield – Salem Street Three Intersections, FFY 2009. It should be noted that the Woburn – Magazine Hill Park and Ride was included in the FFY 2007 element of the FFYs 2007 – 2010 TIP.
7/27/2007	Donna Jacobs, Director - MetroWest Growth Management Committee	Stated concern that the current level of state transportation funding is insufficient to meet the needs of our subregional priorities and the length of time it takes for projects to receive TIP programming. They also requested that the MPO undertake an analysis of the available funding stream for local projects over the past ten years, including the effects of inflation. Also stated was MetroWest Growth Management Committee's support and request for programming for all area projects listed as a priority.	The Transportation Planning and Programming Committee endorsed a program that did not include: Ashland - Route 126; Framingham - reconstruction of Route 126; Framingham - reconstruction of Route 9; Holliston - resurfacing of Route 126; Marlborough - reconstruction of Maple Street; Natick - reconstruction of Route 27; Southborough - Cordaville Road; Wayland - Route 27; Wellesley - drainage improvements on Route 9; Wellesley - Cedar Street Bridge; Weston - intersection of Route 30 and Wellesley St.
7/27/2007	Beth Rubenstein, Assistant City Manager for Community Development - Cambridge	Wrote to thank the MPO for programming the Belmont/Cambridge/Somerville Bicycle Path in FFY 2008 of the draft TIP. She stated that the project is currently Cambridge's highest priority and they are committed to its design so that it may be advertised as early as possible.	The Transportation Planning and Programming Committee thanks the city of Cambridge for its comments and is glad that it could include this much needed project in the FFYs 2008 - 2011 TIP.
7/27/2007	Garrett Bradley, State Representative - 3rd Plymouth	Wrote to express his strong support of the West Corner Culvert project in Hull, Hingham and Cohasset. Stated that this bridge is on an evacuation route and is one of only three ways into Hull. If it were to close it would severely impact the traffic in Hull. He asked that the project be programmed in the FFY 2008 element of the TIP at \$1.7M.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
7/29/2007	Thomas Michelman, Chairman - Friends of the Bruce Freeman Rail Trail	Wrote to express his objection to the Bruce Freeman Rail Trail project (DM0235) being moved from FFY 2010 to FFY 2011 and the reduction in funding to \$3 million from \$4.4 million. He stated that the 10% design contract for this portion of the Bruce Freeman has been awarded and that a public meeting held in June that public support was strong. He also was concerned that the evaluation of the project did not accurately account for the safety improvements provided and that there was no land use or economic development score.	The Transportation Planning and Programming Committee endorsed a program that did include Bruce Freeman Rail Trail in the FFY 2011 element of the FFYs 2008-2011 Transportation Improvement Program (TIP) at for the funding amount of \$ 3M.

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Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
7/29/2007	Kirk Shilts, President - Weir River Watershed Association	Wrote to express Hull's strong support for the West Corner Culvert project and requested that MPO please program the project in the FFYs 2008 – 2011 TIP. He stated that there is a \$700K earmark associated with this project and that if the project is not completed it could bring irrecoverable harm to the watershed.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
7/30/2007	Gino Carlucci, Chair - SouthWest Advisory Planning Committee	Wrote to express that SWAP was happy to see that Upper Charles Trail, the Whitney Street Bridge, and Route 115 are in the draft TIP. He would also like to express his support for the SWAP projects not included: Pulaski Blvd - Bellingham, Route 109 - Medway, Lincoln Street - Franklin, Veterans Memorial Drive (Alt Route) - Milford, Route 1A/495 Slip Ramps - Wrentham. He also stated that the Medway Route 109 and Wrentham slip ramps do not appear on the universe of projects and requested that they be added. He also stated that when informing MPO staff of problems with the posted document than the corrections were made and a new draft was posted. SWAP would like to request that instead of posting a new draft, that a posted addenda or errata be posted instead of.	The Transportation Planning and Programming Committee endorsed a program that did not include the Pulaski Blvd - Bellingham, Route 109 - Medway, Lincoln Street - Franklin, Veterans Memorial Drive (Alt Route) - Milford, Route 1A/495 Slip Ramps - Wrentham. In the future, MPO staff will take action to insure that when draft TIPs are updated this is noted.
7/30/2007	Michelle Ciccolo, Assistant Town Administrator - Hudson	Wrote to express her support of and disappointment that the Route 85/Washington Street project (608412) was not programmed in FFY 2011. The project design is being funded by an area developer who will not continue to fund design without TIP programming. She stated that Hudson is working very closely with MassHighway District 3 and that the project is a MAGIC priority. She also was glad to see that the Houghton Street Bridge was programmed in FFY 2009, but stated that the bridge has been closed for over a year and asks that construction start sooner.	The Transportation Planning and Programming Committee endorsed a program that did include the Houghton Street Bridge in the FFY 2009 element of the TIP and did not include the Route 85/Washington Street project.
7/30/2007	William Keegan, Town Administrator - Dedham	Wrote to express support for the Washington Street discontinuance project in Dedham (602009) and to request that it be included in the draft FFYs 2008 - 2011 TIP. The project is currently estimated at a construction value of \$6 million and involves the full depth reconstruction of Washington Street from Dedham to Boston. The project is at the 75% design phase and 100% are currently being prepared and would like to have the project programmed in the FFY 2008 or 2009 element.	The Transportation Planning and Programming Committee endorsed a program that did not include the Washington Street discontinuance project in the FFYs 2008 – 2011 TIP.
7/30/2007	Bonnie Phaneuf, Chairman - Southborough Board of Selectman	Wrote to express disappointment that neither the Route 30 or Route 85 improvement projects were included in the draft FFYs 2008 - 2011 TIP. Stated that both projects are of regional significance and provide much needed bicycle and pedestrian improvements. In addition, she stated that Southborough has never had a project programmed on the TIP and that both projects are in keeping with the project recommendations given to the town by MPO staff as included in the "Bicycle and Pedestrian Improvements in Small Town Centers" plan.	The Transportation Planning and Programming Committee endorsed a program that did not include the Main Street/Route 30 and Cordaville Road/Route 85 projects in the FFYs 2008 – 2011 TIP. The majority of project included in the TIP were at 25% approved status. At this time the town of Southborough is yet to have a 25% design hearing for this project.
7/30/2007	Peter Hechenbleikner, Town Manager - Reading	Wrote to request that the West Street (601705) project be programmed in the draft FFYs 2008 - 2011 TIP in FFY 2008 or 2009. He stated that the project will make the corridor ADA compliant and provide safe bicycle and pedestrian facilities as well as the installation of a new pedestrian signal at Barrows Elementary School. The project is at the 25% design phase and 75% will be submitted shortly, and therefore, Reading requests that the project be programmed in FFY 2008 or 2009.	The Transportation Planning and Programming Committee endorsed a program that did not include the Reading reconstruction of West Street project in the FFYs 2008 – 2011 TIP.
7/30/2007	Peter Shelley, Massachusetts Advocacy Center Director - Conservation Law Foundation	Wrote to express support and request that the West Corner Culvert project in Hull, Cohasset and Hingham be programmed in the draft FFY 2008 - 2011 TIP. Stated that the project is a vital environmental restoration project for Straits Pond and that it also address significant public works and public safety issues.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in the FFY 2008 element of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
7/30/2007	Thomas McLaughlin, Mayor - Woburn	Expressed that all HPP funds available for the Magazine Hill project are not included in the draft FFY 2008 - 2011 TIP, requested that the New Boston Street bridge be included, as well as the Montvale Ave reconstruction. All of these projects address safety concerns for Woburn.	The Transportation Planning and Programming Committee endorsed a program that did not include more funding for Magazine Hill, the New Boston Street Bridge and the Montvale Ave reconstruction.
7/30/2007	Robert Campbell, Town Engineer - Braintree	Wrote to express two issues that he has with the draft FFYs 2008 - 2011 TIP; that it does not include the town of Braintree's number one priority - 602593 Union Street - a project that has been included in the past two transportation bond bills. His second is with Appendix A. Mr. Campbell states that the rankings derived from the evaluation matrix are not included in the TIP document. He states that he has been told that the information is in the document and wants to know why he would have to go through all the evaluations to derive the rankings himself.	The Transportation Planning and Programming Committee endorsed a program that did not include the Union Street project in the FFYs 2008 – 2011 TIP. Mr. Campbell was instructed to contact At its August 16 meeting, the Transportation Planning and Programming Committee endorsed a program that did not include the Union Street project in the FFYs 2008 – 2011 TIP.

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Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
7/31/2007	Andrew Port, Town Planner - Hanover	Wrote to express his support for all projects in Hanover. In particular, he asked for clarification on the status of project 114501 which was advertised last year, but the bid had not been opened and on project 602602/603378. The 602602/603378 bridge and associated roadwork project has been a source of much confusion for the town. The 602602 part of the project is intersection and roadway improvements associated with the 603378 bridge project. At this time, the Route 53/Route 3 (603378) bridge project has stopped and MassHighway has written the town expressing that the project will have to be redesigned and bid.	The Transportation Planning and Programming Committee endorsed a program that did not include the Route 53 and Route 3 projects in the FFYs 2008 – 2011 TIP. The possibility of combining all three projects is still under consideration by MassHighway.
7/31/2007	Paul Matthews, Executive Director - Arc of Innovation and Adam Plotz, Manager of Sustainable Development Programs - Arc of Innovation	Indicated that the draft FFY 2008 - 2011 TIP is an other example of the deplorable condition of transportation financing in the Commonwealth. Also provided was a list of all projects in the MetroWest region that are in line for funding. Expressed concern that the incompletion of these projects threatens the economic development of the region. Also included was a list of projects queuing for TIP funding (see attached letter). The Arc of Innovation also cited their "Top Ten Transportation Nightmares" project and asked that those projects be included in the TIP.	The Transportation Planning and Programming Committee endorsed a program that did include several projects in the MetroWest region they are: Upper Charles Trail, Holliston – FFY 2008; Rockland Street Bridge, Wellesley – FFY 2008; Route 128 Improvement Program – FFY 2008 - 2011; Fountain Street Bridge, Marlborough – FFY 2009; Interstate 495 Maintenance – FFY 2009; and Central Street Bridge, Framingham – FFY 2009.
7/31/2007	William Friel, Town Administrator- Canton	Wrote to request that the Route 138 project in Canton (603883) be programmed in FFY 2009 or sooner. Expressed that the project is vital to economic development, safety, and will provide much needed bicycle and pedestrian improvements.	The Transportation Planning and Programming Committee endorsed a program that did not include the Route 138 project in the FFYs 2008 – 2011 TIP.
7/31/2007	Patricia Walrath, State Representative - Third Middlesex	Express support and urged programming for the Washington St/Route 85 project in Hudson and requested that the Houghton Street Bridge be moved up from FFY 2009, considering that it is currently closed and poses a public safety hazard. She stated that the Houghton Street Bridge is at the 75% design stage and should be moved to FFY 2008.	The Transportation Planning and Programming Committee endorsed a program that did not include the Washington Street/Route 85 project and that included the Houghton Street Bridge in the FFY 2009 element of the FFYs 2008 – 2011 TIP.
7/31/2007	Wayne Marquis, Town Manager - Danvers	Wrote to request that the Collins Street project in Danvers be included in the draft FFYs 2008 - 2011 TIP. Asserted that the project will provide much needed safety and bicycle and pedestrian improvements. He stated that the project has been worked on since the late 1990's. It is at 25% approval by MassHighway and that a public hearing about the project was held on September 28, 2006.	The Transportation Planning and Programming Committee endorsed a program that did not include the Liberty Street or Collins Street projects in the FFYs 2008 – 2011 TIP.
7/31/2007	David Madden, Mayor - Weymouth	Wrote to express support for the Route 18 widening and expressed concern that no money is programmed in the FFY 2008 element for design and ROW acquisition. He stated that the Tri-Town Development Corporation estimates that approximately \$1.6M is needed for design and permitted and that only \$830K is programmed.	The Transportation Planning and Programming Committee endorsed a program that did not include \$1.6M in FFY 2008 for Route 18.
7/31/2007	Michael D. Yunits, Chairman - South Shore Coalition	Was please with the MPO's programming of Route 18 in Weymouth and Route 228 in Hingham. Expressed support for 602602, traffic signal improvements and roadwork associated with the 603378 Route 53/Route 3 bridge project and gave examples of how confusing the project has become for the town. In addition, the SSC would like the MPO to be aware of the Union Street Bridge and to make sure that it is advertised as soon as possible. SSC expressed support of the West Corner Culvert project and ask that it be programmed in the draft. SSC also urges that the MPO to place a greater emphasis on infrastructure maintenance and public safety improvements and to pursue reform of the region's transportation financing and delivery mechanisms.	The Transportation Planning and Programming Committee endorsed a program that did include constructions funding in excess of \$24M for Route 18; Route 53/Route 3. The program did include the West Corner Culvert project in the FFY 2008 element. Route 228 in Hingham was included in the FFY 2007 element of the FFYs 2007 - 2010 TIP and was advertised in FFY 2007. The TIP did not include \$1.6M in FFY 2008 for Route 18.
7/31/2007	Thomas McGee, State Senator - Third Essex and Middlesex	Expressed concern that the Route1/Walnut Street project in Saugus has been eliminated from the draft FFY 2008 - 2011 TIP. Requested that the project be added to the draft. He stated that the project had been programmed in the FFY 2006 - 2010 TIP and urged the MPO's Transportation Planning and Programming Committee recognize this project as a number one priority for the FFY 2008 Transportation Improvement Project.	The Transportation Planning and Programming Committee endorsed a program that did not include the Route 1/Walnut Street project in Saugus.
7/31/2007	Christine Apicella, Senior Planner - Medical Academic and Scientific Community Organization	Expressed support for the programming of funding for the Urban Ring study, the continuing of funding for the Traffic Management Center, the reconstruction of Massachusetts Ave, the Transportation Demand Management program, the improving the bicycle infrastructure program and all state of good repair projects for the MBTA.	The Transportation Planning and Programming Committee endorsed a program that did include funding of the Urban Ring Study, the Boston Region Traffic Management Center, the reconstruction of Massachusetts Avenue in Boston, the Regional Transportation Demand Management Program, the Bicycle Parking Program, and the MBTA's investment in Transit State of Good repair projects.

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Comment Letters FFYs 2008 - 2011 TIP

Date	Name/Affiliation	Comment	MPO Action
7/31/2007	Jeanne Krieger, Chairman - Lexington Board of Selectmen	Expressed support for and requested programming of the Waltham Street/Merritt Road Intersection improvements. Stated that the corridor is part of a safe routes to school program, which has helped to reduce traffic at peak times on the road. The Town feels that the improvements outlined in this project will help more to get more children to use the road and alleviate traffic further. The project is at the 25% design phase.	The Transportation Planning and Programming Committee endorsed a program that did not include the Lexington Waltham Street/Marrett Street intersection project in the FFYs 2008 – 2011 TIP.
7/31/2007	Lawry Reid, President - Straits Pond Watershed Association	Wrote to express his support of and ask for programming for the West Corner Culvert project in Hull, Hingham and Cohasset. Stated that his organization has been working on this project for 8 years and that there are significant state and federal earmarks associated with the project. He stated that he was not aware of the TIP until last year and that he did not understand clearly where the MassHighway money was coming from. He stated that all local agencies are on board and are working with MassHighway to advance the project.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in federal fiscal year 2008 of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
7/31/2007	Pamela Resor, State Senator - Middlesex and Worcester Districts	Wrote to request inclusion of two projects to the FFYs 2008 - 2011 TIP: the Washington Street/Route 85 project in Hudson (for FFY 2011). She also requested that the Houghton Street Bridge project in Hudson be moved from FFY 2009 to FFY 2008. She stated that the bridge has been closed for a year and that detouring traffic from downtown is degrading Hudson's economic vitality.	The Transportation Planning and Programming Committee endorsed a program that did include the Houghton Street Bridge in the FFY 2009 element of the TIP and did not include the Route 85/Washington Street project.
7/31/2007	Kurt M., Citizen	Wrote to express that the conversation of the Bruce Freeman Rail Trail and the Assabet River Rail Trail would negatively impact the Commonwealth because those ROW would not be able to be used for transit in the future. He highly recommended that path construction funds are redirected to transit restoration studies, as this is the best use of ALL taxpayer money.	The Transportation Planning and Programming Committee endorsed a program that did include the Assabet River Rail Trail for \$4.4M in the FFY 2010 element and the Bruce Freeman Rail Trail in the FFY 2011 element in the amount of \$3M.
7/31/2007	Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Wrote to express gratitude for those MAGIC subregion priorities that were included in the draft FFYs 2008 - 2011 TIP; Route 2 Crosby's Corner, Middlesex Turnpike phases one and two, Route 62/Main St in Concord, the Assabet and Bruce Freeman Trails and the Houghton Street Bridge in Hudson. She also requested that the MAGIC subregional priorities not included in the FFYs 2008 - 2011 TIP be advanced and given priority for the FFYs 2009 - 2012 TIP; Route 85/Washington Street in Hudson, Route 20/Landham Road Intersection in Sudbury, Route 85/Hudson Road in Bolton, Route 2A in Lexington, Goldsmith Street in Littleton and Route 111 Bike/Ped in Boxborough.	The Transportation Planning and Programming Committee thanks the Minuteman Advisory Group on Interlocal Coordination for its comments and is glad that the Committee could include these much needed projects in the FFY 2008 - 2011 TIP
8/2/2007	William Delahunt, US Representative - Tenth District Massachusetts	Congressman Delahunt expressed support for adding the West Corner Culvert Replacement Project to the 2008 - 2011 TIP. He stated that he secured a \$700,000 federal earmark for the project and had been in regular contact with town officials about the project. He stated that the 75% design is complete and that Hull, Hingham and Cohasset have had a public hearing. He stated that the West Corner Culvert is one of only three access roads into Hull and carries the towns gas, sewer, water and phone lines within it. Additionally, the degrading condition of the culvert threatens a vital estuary and watershed.	The Transportation Planning and Programming Committee endorsed a program that did include the West Corner Culvert project in federal fiscal year 2008 of the FFYs 2008 – 2011 Transportation Improvement Program (TIP).
8/8/2007	Paul Matthews, Executive Director - Arc of Innovation and Adam Plotz, Manager of Sustainable Development Programs - Arc of Innovation	Submitted some additional comments on the TIP supporting the MetroWest Regional Transit Authority (MWRTA) have its request for \$400,000 in FFY 2008 of the TIP.	The Transportation Planning and Programming Committee endorsed a program that did include the SAFETEA-LU HPP earmark for the MetroWest RTA in the amount of \$489,060 in the federal fiscal year 2008 element and \$507,870 in the federal fiscal year 2009 element of the FFYs 2008-2011 Transportation Improvement Program.
8/14/2007	Steven Olanoff, Chairman - Regional Transportation Advisory Council	Mr. Olanoff stated that the Regional Transportation Advisory Council (RTAC) voted to support the draft FFYs 2008 - 2011 TIP at its August 8 meeting with the following statement of reservations: Funding Constraints - RTAC asks that the MPO pursue additional financial support from the State Legislature and the Administration to provide funding to meet the transportation needs of the region. Future Project Cost Estimates - RTAC is interested in developing a mechanism for providing dependable project cost estimates. It would like the TPPC to monitor the 4% out-year inflation reflection to make sure that it is useful. Freight Progress - RTAC would like the MPO to pursue funding for projects that address freight operation and mobility, preserve existing facilities, and increase access to our ports. Transit Progress - RTAC supports the Green Line extension with a spur to Union Square, the Blue/Red line connector, the Blue Line extension to Lynn, the South Coast Rail expansion, and a heavy rail version of the Urban Ring. Bicycle/Pedestrian Access and Accommodation - RTAC supports alternative transportation modes and would like to see the Bruce Freeman Bicycle Path fully funded. TIP Pro	The Transportation Planning and Programming Committee endorsed a program that did include the Bruce Freeman Rail Trail.
8/16/2007	John Keeper, Citizen - Roxbury	Would like the MPO to scrap the Silver Line concept and the \$1B+ bus tunnel and invest in light rail branches that go where people really want. Would also like to see existing stations and services fixed. Especially the Orange Line and Roxbury Crossing station.	The Transportation Planning and Programming Committee endorsed a program that did include additional funding for the Silver Line. The Silver Line extension is included in the JOURNEY to 2030 long range transportation plan.